U.S. ARMY CORPS OF ENGINEERS
CIVIL WORKS PROGRAM

CONGRESSIONAL SUBMISSION
FISCAL YEAR 2005

PACIFIC OCEAN DIVISION

Budgetary information will not be released outside the Department of the Army until 2 February 2004

DEPARTMENT OF THE ARMY
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SUMMARY PACIFIC OCEAN DIVISION

	FY 2004 Allocations $	FY 2005 Request $	Increase or Decrease $
General Investigations			
Survey	4,142,000	3,620,000	(522,000)
Preconstruction Engineering and Design	0	0	0
Subtotal General Investigations	4,142,000	3,620,000	(522,000)
Construction, General			
Construction	21,257,000	39,000,000	17,743,000
Operation and Maintenance, General			
Operation and Maintenance	16,664,000	12,926,000	(3,738,000)
GRAND TOTAL, PACIFIC OCEAN DIVISION	42,063,000	55,546,000	13,483,000

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2004 $	Allocation FY 2004 $	Tentative Allocation FY 2005 $	Additional to Complete After FY 2005 $
1. SURVEYS - NEW					
1a. Navigation Studies: None					
1b. Flood Damage Prevention Studies: None.					
1c. Shoreline Protection Studies: None.					
1d. Special Studies: None..					
1e. Comprehensive Studies: None.					
1f. Project Review Studies: None.					

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2004 $	Allocation FY 2004 $	Tentative Allocation FY 2005 $	Additional to Complete After FY 2005 $
2. SURVEYS - CONTINUING					
2a. Navigation Studies: The amount of $2,020,000 is requested in Fiscal Year 2005 for twenty one feasibility studies.					
Akutan Harbor, AK	1,499,000	1,168,000	196,000	135,000	0

Alaska District

The city of Akutan lies on the north shore of Akutan Bay, a large, well-protected bay opening to the Bering Sea on the eastern side of Akutan Island. The city is about 40 miles east of Unalaska/Dutch Harbor (55 miles by boat). Akutan Island is approximately 590 miles southwest of Kodiak and 790 miles southwest of Anchorage. Protected moorage is needed for the fleet of commercial fishing vessels that use Akutan as a base of operations. Local residents report the most severe winds blow from the southeast/east and southwest directions and along the length of the bay throughout the fall and winter months. The eastern part of the bay can sustain waves of 8 feet or more during particularly severe easterly/southeasterly storms. Waves of 5 to 6 feet are common during major storms in the mid-bay vicinity off the Trident Seafood processing plant. The best and most sheltered location for a dock or small boat harbor facility is west of the Trident plant on the north side of the bay. During storms, vessels anchor in the head of the bay for protection, but still maintain a crew watch and often maintain power to prevent dragging their anchors. Vessels requiring storm protection include 76 crabbers and trawlers, ranging in size from 80 to 210 feet, and 19 smaller vessels and skiffs, ranging in size from 14 to 32 feet. Fish processing is the major industry attracting vessels to Akutan. The number and size of vessels requiring moorage would vary depending on the type of fishing in season at the time. The Aleutians East Borough is the sponsor for the feasibility study. The feasibility cost sharing agreement was signed on 10 March 1998. The borough is eager to complete the feasibility study and project construction.

Fiscal Year 2004 funds will be used to continue the feasibility study. Funds requested for Fiscal Year 2005 will be used to complete the feasibility study and negotiate the design agreement. The preliminary estimated cost of the feasibility phase is $2,998,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. Up to one half of the non-Federal share may be in-kind services. A summary of study cost sharing is as follows:

Total Estimated Study Cost	$2,998,000
Reconnaissance Phase (Federal)	N/A (Prepared under Coastal Navigation Parent Study)
Feasibility Phase (Federal)	$1,499,000
Feasibility Phase (Non-Federal)	$1,499,000

The feasibility study is scheduled for completion in November 2004.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2004 $	Allocation FY 2004 $	Tentative Allocation FY 2005 $	Additional to Complete After FY 2005 $
Alaska Regional Ports, AK Alaska District	2,754,000	59,000	195,000	150,000	2,350,000

Navigation is critical to all the coastal communities in Alaska because few connecting roads exist and the economy is primarily based on commercial fishing and minerals development. The study will encompass all coastal areas of Alaska and would focus on regional ports that serve over 200 coastal communities. Many of these communities endure high transportation costs for food, fuel, and building materials because inadequate navigation channels and lack of harbor facilities force much of the goods to be delivered by air transport. Lack of adequate harbor facilities also inhibits development of mineral, oil, and timber resources. This study will identify needed navigation improvements that are economically feasible and critical to the safety of commercial fishermen and others dependent on delivery of essential goods for their livelihood. Rural coastal areas of Alaska are currently served by small barges that transship cargo from regional hub ports that receive goods by ocean going barges or small freighters. Many of these regional ports lack adequate channels and maneuvering areas to enable the use of the most efficient vessels for shipment of cargo. Many communities must transfer cargo from ocean going vessels to small lightering vessels to bring the cargo ashore. The extra handling of cargo significantly increases the transportation costs, increases the probability of damage to the cargo, and delays delivery to the customer. These lightering operations generally increase costs about 25 percent and result in millions of dollars of extra costs to rural coastal communities. Delays in navigation access to processors and shipping facilities also result in millions of dollars of losses annually due to reduced product quality or outright loss of product. The reconnaissance study will determine what locations in Alaska appear to warrant regional navigation improvements that are likely to be economically feasible. Special consideration will be given to the total dependence of these communities on marine resources and waterborne transportation for their economic and subsistence needs, the promotion of self-determination for Native Americans, and the qualitative benefits to the nation as a whole by providing a comprehensive harbor network in the region for National Defense and safe moorage for the fishing fleet and small commercial ships. Improved harbors and navigation channels in relatively shallow coastal waters are the most likely solutions to be recommended. Such improvements will also provide for protection of environmental resources in this pristine environment, by providing less risk for oil spills and location to store spill cleanup equipment. Also more cost efficient delivery of goods to communities is critical to eliminating current Federal and State subsidies that must be phased out as budgets become tighter.

The Alaska Department of Transportation and Public Facilities requested the study because of the obvious need for harbor improvements in western Alaska. They are aware of the cost sharing requirements for a study and harbor projects and have expressed their intent to allocate appropriated funds when needed. The Alaska Legislature also requested Corps of Engineers assistance on navigation studies in this region by resolution in May 1995.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2004 $	Allocation FY 2004 $	Tentative Allocation FY 2005 $	Additional to Complete After FY 2005 $

Fiscal Year 2004 funds will be used to complete the statewide reconnaissance phase at full Federal expense and initiate individual regional feasibility studies. This integrated approach will enable a more cost efficient study of the regional port needs compared to specific project studies. Fiscal Year 2005 funds will be used to continue feasibility phase studies. The Alaska Department of Transportation and Public Facilities is the likely local sponsor. They understand the cost sharing that would be needed for a feasibility study and the ultimate construction of the navigation improvements. A summary of the study cost sharing is as follows:

Total Estimated Study Cost	$5,254,000
Reconnaissance Phase (Federal)	254,000
Feasibility Phase (Federal)	2,500,000
Feasibility Phase (Local)	2,500,000

Completion of the feasibility study is to be determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2004 $	Allocation FY 2004 $	Tentative Allocation FY 2005 $	Additional to Complete After FY 2005 $
Anchorage Harbor Deepening, AK Alaska District	1,263,000	258,000	130,000	50,000	825,000

Anchorage Harbor is the primary deep-water port for south-central Alaska, which contains two-thirds of the State's population, and is the hub of economic activity for the state. A sharp increase in the number and size of petroleum tankers serving the military and commercial tank farm operators delivering their cargo to Anchorage has occurred in recent years since the Department of Defense pipeline from Whittier ceased operation. Fuel is also delivered through the port to supply needs resulting from a sharp increase in air cargo activity at the Anchorage International Airport. There is increasing interest in the Port of Anchorage, with its many nearby attractions, as a cruise ship destination. Anchorage, as Alaska's largest metropolitan city, has certain inherent intrastate, interstate, national and international commerce responsibilities and activities. Nearly 80% of the goods for 90% of Alaska's population cross the docks at the Port of Anchorage. The Port of Anchorage is dredged annually to a depth of 35 feet below mean lower low water level by the Corps of Engineers. Significant delays have occurred when deeper draft vessels were unable to dock at the port because of limited available water depths. Some larger petroleum tankers arrive at high tide and quickly off load some of their cargo to reduce draft. The Knik Arm Shoal (Cook Inlet) navigation channel was completed in September 2000, allowing deeper draft and larger ships to call at the port with greater flexibility regarding tides. Deeper draft capability is needed in the dock approach channels and around the terminals to accommodate the vessel traffic. Transportation costs could be significantly reduced if the deeper vessels could call at the Port of Anchorage. Annual cargo throughput was about 3.7 million tons in 1999 and has increased about 8 percent per year since 1987. The Municipality of Anchorage intends to be the local sponsor as indicated in their June 1998 letter where they stated a willingness to share equally in the feasibility phase costs. An evaluation of potential benefits and costs for deepening the approaches to the Anchorage Port will be completed during the study. Numerical and/or physical models will be used to insure maintenance requirements are minimized. Several ships serving the Port of Anchorage are scheduled for replacement within the next 10 years; thus the feasibility study findings will be critical for decisions on the ship design to match the harbor depth while providing adequate safety clearance under the vessel. The reconnaissance report was completed in July 1999.

Fiscal Year 2004 funds are being used to initiate the feasibility phase pending availability of local sponsor funding and execution of the feasibility cost sharing agreement. Fiscal Year 2005 funds will be used to continue the feasibility study. The preliminary estimated cost of the feasibility phase is $2,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of the study cost sharing is as follows:

Total Estimated Study Cost	$2,263,000
Reconnaissance Phase (Federal)	263,000
Feasibility Phase (Federal)	1,000,000
Feasibility Phase (Local)	1,000,000

Completion of the feasibility study is to be determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2004 $	Allocation FY 2004 $	Tentative Allocation FY 2005 $	Additional to Complete After FY 2005 $
Craig Harbor, AK	630,000	109,000	130,000	50,000	341,000

Alaska District

Craig is a growing community on Prince of Wales Island in Southeast Alaska. Craig lies 56 air miles west of Ketchikan, and is 220 air miles south of Juneau, Alaska. Craig can only be reached by air and water; there are no roads connecting Craig with mainland Alaska. There are two existing small boat harbors. The Corps of Engineers completed the South Cove Harbor in 1983; the North Cove Harbor was completed by the City in 1993. These harbors, combined with a transient dock, have moorage for a total of 149 boats. It is estimated that over 70 percent of these boats are for commercial use. The economy of Craig is based largely on commercial fishing; salmon, shrimp, halibut, and crab are all commercially harvested near Craig. A fish buying station and a major cold storage plant are located in Craig, and service most of Prince of Wales Island. Growth has been due in part to the increased role of Craig as a service and transportation center for the Prince of Wales Island communities. As a result of this growth, the community has a wait list of over 100 commercial boats ranging from 28 to 60 feet in size which need permanent mooring space. Overcrowding is common during the summer commercial fishing season; rafted vessels experience damage, as does the float system. Craig is forced to turn away boats because of a lack of even transient moorage being available in the summer months. Also, the North Cove Harbor has virtually no wave protection on the western side, which means the existing boats and floats receive damage from the prevailing westerly winds during storms. The economy of Craig is dependent upon waterborne commerce; the lack of space in the harbor is limiting Craig's ability to service the fisherman who would like to use Craig as a home port. This study will consider the benefits and costs for an expanded and better protected small boat harbor for the current and projected fleet. The City of Craig is the likely sponsor and has listed this project as a high priority. They are familiar with the cost sharing requirements for the feasibility study. The reconnaissance report was completed in January 2003.

Fiscal Year 2004 funds are being used to negotiate the feasibility cost sharing agreement with the local sponsor and initiate the feasibility phase pending availability of local sponsor funding and execution of the feasibility cost sharing agreement. FY 2005 funds will be used to continue the feasibility phase. The preliminary estimated cost of the feasibility phase is $1,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of the study cost sharing follows:

Total Estimated Study Cost	$1,130,000
Reconnaissance Phase	130,000
Feasibility Phase (Federal)	500,000
Feasibility Phase (Local)	500,000

Completion of the feasibility study is to be determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2004 $	Allocation FY 2004 $	Tentative Allocation FY 2005 $	Additional to Complete After FY 2005 $
DeLong Mountain Harbor, AK Alaska District	5,064,000	4,446,000	368,000	250,000	0

The DeLong Mountain Regional Port is located in northwestern Alaska about 650 miles northwest of Anchorage. It currently serves the world class Red Dog zinc mining operation and could serve as a regional hub for distribution of fuel to several communities in the region. The Alaska Industrial Development and Export Authority (AIDEA) and the Northwest Arctic Borough are interested in expanding the terminal for efficiency in ore loading, general use by communities in this area, and future distribution of fuel. Expansion of the port could reduce lightering costs, which are approximately $20 million per year. Shallow draft barges currently carry the ore concentrate to large ore carriers that anchor several miles offshore.

Navigation improvements that are desired include dredging a deep draft channel and maneuvering area for a new direct load facility connected to shore by a trestle. The estimated dredging cost is $30 to $50 million. Potential benefits from the navigation improvements include significant reduction in transportation costs for zinc and lead concentrate, reduced costs of dry goods arriving at the port, savings in fuel transportation costs to the mine and communities in the region, and the enhanced feasibility of coal export and other metal mines in the region. AIDEA, the project sponsor, has listed this project as a high priority.

Fiscal Year 2004 funds will be used to continue work on the feasibility study. Fiscal Year 2005 funds will be used to complete the feasibility phase. The estimated cost of the feasibility phase is $10,128,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of the study cost sharing is as follows:

Total Estimated Study Cost	$10,128,000
Reconnaissance Phase (Federal)	N/A (Prepared under Coastal Navigation, AK parent study)
Feasibility Phase (Federal)	5,064,000
Feasibility Phase (Local)	5,064,000

The reconnaissance phase was prepared under the Coastal Navigation Improvements Study and was completed in January 2000.

Completion of the feasibility phase is scheduled for December 2004.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2004 $	Allocation FY 2004 $	Tentative Allocation FY 2005 $	Additional to Complete After FY 2005 $
Haines Harbor, AK Alaska District	604,000	273,000	196,000	135,000	0

Haines is a small community located at the northern end of Lynn Canal. The community is 90 miles northwest of Juneau. The city desires expansion of the existing Haines Small Boat Harbor. The harbor is used by local and transient fishermen primarily employed in halibut and gillnet salmon fishing. The 200 vessel capacity harbor is also home to resident recreational craft. Haines is an important link in the Alaska marine highway system. It is located at the southern end of the Haines Highway, linking southeastern Alaska by road with interior Alaska, the south-central region, and the Yukon Territory. The existing harbor was expanded in 1976. The seaward leg of the existing breakwater was removed, and the basin was dredged in a stepped fashion to -12 feet and –14 feet MLLW. The entrance channel was dredged to –15 feet MLLW. The study will consider the benefits and costs for enlarging the mooring area to accommodate the current and projected fleet, or to construct another harbor along the waterfront to meet the moorage demand. The addition to moorage space will do much to cut the costs due to crowding and delays. Costs of transporting fresh halibut and salmon to market will be significantly reduced resulting in transportation savings of more than a million dollars per year. The Haines Borough is the local sponsor and they understand the cost sharing that would be needed for a feasibility study.

Fiscal Year 2004 funds will be used to continue the feasibility study. Fiscal Year 2005 funds will be used to complete the feasibility study and negotiate the design agreement. The preliminary estimated cost of the feasibility phase is $1,208,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of the study cost sharing follows:

Total Estimated Study Cost	$1,208,000	
Reconnaissance Phase	N/A	(Completed under Section 107)
Feasibility Phase (Federal)	604,000	
Feasibility Phase (Local)	604,000	

The feasibility study is scheduled for completion in November 2004.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2004 $	Allocation FY 2004 $	Tentative Allocation FY 2005 $	Additional to Complete After FY 2005 $
Homer Harbor, AK	600,000	44,000	65,000	300,000	191,000

Alaska District

Homer is a small community in southcentral Alaska about 125 air miles south of Anchorage and 70 miles north of Kodiak. It lies on a bench below perched bluffs on the Kenai Peninsula outwash plain. Local interests desire a new harbor or expanded harbor. The existing harbor at Homer is utilized beyond its capacity with boats rafting 3 and 4 abreast at many locations in the harbor during the summer season. This rafting also occurs during the winter at the System 5 and System 4 transient floats. This leads to over-stressing of float structure and pilings and accumulative higher "wear and tear" damages to floats, as well as to the rafted vessels. Additionally, Homer is experiencing more demand every year for servicing larger fishing vessels, as a delivery port for these vessels to sell their catch, acquire ice, effect repairs, and for outfitting and provisioning as well as lay up between seasons. A new harbor basin dredged to minus 20' MLLW would not only reduce existing over-capacity and congestion but would also enable Port & Harbor of Homer to accommodate the growth in the use of Homer by the commercial fleet. The City of Homer is the likely local sponsor. The reconnaissance report is scheduled for completion in June 2004.

Fiscal Year 2004 funds are being used to complete the reconnaissance study and initiate the feasibility study, pending availability of local sponsor funding and execution of the feasibility cost sharing agreement. FY 2005 funds will be used to continue the feasibility study. A summary of the study cost sharing is as follows:

Total Estimated Study Cost	$1,100,000
Reconnaissance Phase	100,000
Feasibility Phase (Federal)	500,000
Feasibility Phase (Local)	500,000

Completion of the feasibility study is to be determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2004 $	Allocation FY 2004 $	Tentative Allocation FY 2005 $	Additional to Complete After FY 2005 $
Ketchikan Navigation Improvements, AK	627,000	111,000	130,000	50,000	336,000

Alaska District

Ketchikan is located in southeastern Alaska, approximately 600 miles from Anchorage. Ketchikan is the major distribution and transportation center for the southern half of southeastern Alaska. The borough population is about 15,000 persons. The Ketchikan Gateway Borough has five public harbors. The Bar Point Harbor, Thomas Basin, and City Float harbor are located in the city of Ketchikan. These three harbors account for approximately 90 percent of the total harbor space, and have a total design capacity of 812 permanent moorage spaces. In addition to permanent moorage, space is available for approximately 95 transient vessels. The other two public harbors, Knudson Cove, 19 km (12 miles) north of Ketchikan, and Hole–in-the-Wall, 11 km (7 miles) south of Ketchikan, have a total design capacity of 71 spaces. All five harbors combined have 978 permanent and transient spaces available. In addition, the Mountain Point breakwater and launch ramp allows trailered vessels to be launched at a site 10 km (6 miles) south of Ketchikan. There are another 200 moorage spaces located in various private harbors within the Ketchikan/Saxman area. Many of these harbor facilities are in close proximity to large cruise ship operations. Overcrowding impacts cruise ship and small vessel operations. A feasibility study will identify the problems and opportunities for commercial navigation in Ketchikan and determine if navigation improvements in Ketchikan are warranted. The Ketchikan Gateway Borough is the likely sponsor. They are familiar with the cost sharing requirements for the feasibility study. The reconnaissance report was completed in April 2001.

Fiscal Year 2004 funds are being used to complete the reconnaissance phase and initiate the feasibility study**,** pending availability of local sponsor funding and execution of the feasibility cost sharing agreement. Fiscal Year 2005 funds will be used to continue the feasibility phase. The preliminary estimated cost of the feasibility phase is $1,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of the study cost sharing follows:

Total Estimated Study Cost	$1,127,000
Reconnaissance Phase	127,000
Feasibility Phase (Federal)	500,000
Feasibility Phase (Local)	500,000

Completion of the feasibility study is to be determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2004 $	Allocation FY 2004 $	Tentative Allocation FY 2005 $	Additional to Complete After FY 2005 $
Kotzebue Harbor, AK	580,000	175,000	163,000	50,000	192,000

Alaska District

The City of Kotzebue is located on the northwest coast of the Baldwin Peninsula in Kotzebue Sound on the Chukchi Sea above the Arctic Circle. The city is 549 miles northeast of Anchorage and can be reached only by air and by sea. Nearly all supplies arrive by water between June and September. These shipments are transferred from ocean going vessels to shallow draft lightering barges for the 13 mile trip to port. Barges drawing no more than 7 feet of water are used because the tremendous volumes of sediment deposited in the Kotzebue Sound frequently create shoaling problems. A Reconnaissance report was completed in 1981 under the authority of Section 107 of the River and Harbor Act of 1960, as amended, which concluded that a navigation channel could be constructed to reduce shipping costs. Today Kotzebue is the service and transportation hub for all villages in the northwest region. Commercial fishing of chum salmon and trout, and processing at Kotzebue Sound Area Fisheries provide seasonal employment and 140 resident have commercial fishing permits. Most residents rely on subsistence to supplement income. Kotzebue is the center for subsistence salmon and sheefish fishing during the summer. Small craft from villages along the Chukchi Sea and upriver on the Kobuk and Noatak Rivers come to Kotzebue for fish processing. The State of Alaska is improving shore protection along Shore Avenue, which will remove much of the available beach area used for vessel loading, staging, and itinerant parking. The City of Kotzebue is the non-federal sponsor and is interested in developing alternative locations to harbor and service these small vessels. The reconnaissance report was completed in December 2002. The City of Kotzebue is also interested in navigational improvements to reduce barge shipment costs.

Fiscal Year 2004 funds are being used to complete the study plan and initiate the feasibility phase, pending availability of local sponsor funding and execution of the feasibility cost sharing agreement. Work will include initial engineering, economic and environmental analyses of needed navigation improvements. Fiscal Year 2005 funds will be used to continue the feasibility study. The preliminary estimate cost of the feasibility phase is $800,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	$980,000
Reconnaissance Phase (Federal)	180,000
Feasibility Phase (Federal)	400,000
Feasibility Phase (non-Federal)	400,000

Completion of the feasibility study is to be determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2004 $	Allocation FY 2004 $	Tentative Allocation FY 2005 $	Additional to Complete After FY 2005 $
Little Diomede, AK	1,000,000	190,000	33,000	50,000	727,000

Alaska District

The City of Diomede lies on the west coast of Little Diomede Island, 2.5 miles from Big Diomede Island, Russia. The two Diomede islands lie in the center of the Bering Straits, 135 miles northwest of Nome. Access to Diomede is limited to weekly helicopter service during the summer open water periods and intermittent fixed wing aircraft during the winter, which is dependent upon construction of an ice runway. Both types of service are very weather dependent. Service is also very limited in the size and type of goods that can be shipped. Little Diomede has no protected harbor, and regular freight barges have ceased delivering cargo because of the high risk of barge damage and weather delays. Some independent barge operators will go to Little Diomede for premium fees. New construction, equipment, major repairs to infrastructure, and even replacement of household appliances are being impacted and delayed because of increased transportation costs. During some winters, an ice runway can be built on the sea ice for fixed wing aircraft, which can deliver some larger items, but at exorbitant costs. A harbor would greatly reduce the cost of goods and increase access to the village. Potential cost share sponsors for the feasibility study include the City of Diomede, Kawerak, Inc. (regional non-profit tribal corporation), and the State of Alaska. The reconnaissance report was completed in April 2003.

Fiscal Year 2004 funds are being used to complete the reconnaissance phase and initiate the feasibility study, pending availability of local sponsor funding and execution of the feasibility cost sharing agreement. Fiscal Year 2005 funds will be used to continue the feasibility study. The preliminary estimated cost of the feasibility phase is $1,600,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of the study cost sharing is as follows:

Total Estimated Study Cost	$1,800,000
Reconnaissance Phase (Federal)	200,000
Feasibility Phase (Federal)	800,000
Feasibility Phase (non-Federal)	800,000

Completion of the feasibility study is to be determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2004 $	Allocation FY 2004 $	Tentative Allocation FY 2005 $	Additional to Complete After FY 2005 $
Mekoryuk Harbor, AK	617,000	152,000	65,000	50,000	350,000

Alaska District

Mekoryuk is a small community on Nunivak Island, which is located 30 miles off the western coast of Alaska in the Bering Sea. Nunivak Island has numerous coves, which are naturally deep, unlike most of western Alaska, which is characterized by sandy, shallow shoals along the coastline. The Corps of Engineers constructed a 510-foot breakwater in 1986. The breakwater protects an inter-tidal moorage area of 1.2 acres. There are now 55 boats, which want to use the harbor, but there is not adequate space or depth. The existing harbor is inter-tidal and requires a plus tide of 8 feet before boats can enter or leave, resulting in delays of up to six hours. This reduces the time available for commercial and subsistence fishing. In addition, the breakwater does not provide protection against storm waves that come from the southeast to south. Also, barges that deliver fuel and cargo are often damaged because the bay is strewn with boulders of varying size. The proposed study will consider benefits and costs for expansion or development of a new small boat harbor at Mekoryuk, along with improvements to the barge-landing site.

The City of Mekoryuk is the potential sponsor and has listed this project as a high priority. They are familiar with the cost sharing requirements for the feasibility study. The Native Village of Mekoryuk and Nunivak Island Mekoryuk Alaska (NIMA) Native Corporation support this project. The reconnaissance report was completed in July 2002.

Fiscal Year 2004 funds will be used to initiate the feasibility study, pending availability of local sponsor funding and execution of the feasibility cost sharing agreement. Fiscal Year 2005 funds will be used to continue the feasibility study. The preliminary estimated cost of the feasibility phase is $800,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of the study cost sharing follows:

Total Estimated Study Cost	$1,017,000
Reconnaissance Phase (Federal)	217,000
Feasibility Phase (Federal)	400,000
Feasibility Phase (local)	400,000

Completion of the feasibility study is to be determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2004 $	Allocation FY 2004 $	Tentative Allocation FY 2005 $	Additional to Complete After FY 2005 $
Port Lions Harbor, AK Alaska District	535,000	370,000	65,000	100,000	0

Port Lions Harbor is in Settler Cove, adjacent to the southeast coast of Kodiak Island, about 19 air miles west-northwest of the city of Kodiak, Alaska. The Corps of Engineers constructed a breakwater and entrance channel in 1981 to provide safe anchorage for the local fleet of fishing boats and transient vessels. The project consists of a 5-acre mooring basin behind a 600-foot breakwater and 170-foot stub breakwater. A winter storm in November 1981 severely damaged the main breakwater just 4 months after completion. Reconstruction in 1983 added 125 feet to the length of the main breakwater and strengthened it. The harbor design is for 125 vessels, but only about 35 vessels use the harbor year around, as the remaining portion still experiences damage during storms, and it is unsafe. Additional breakwaters are needed to provide adequate wave protection for the moorage area and to reduce damages to the vessels and the mooring system. Also, larger vessels with deeper drafts desire use of the harbor but must travel to other harbors, which greatly increases their operating costs. If the harbor had sufficient protection, commercial fishing vessels would occupy the majority of mooring berths not now usable. The Alaska Department of Transportation & Public Facilities is the local sponsor and signed the feasibility cost sharing agreement in January 2001.

Fiscal Year 2004 funds are being used to continue the feasibility phase of the study. Fiscal Year 2005 funds will be used to continue the feasibility study. The preliminary estimated cost of the feasibility phase is $800,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of the study cost sharing is as follows:

Total Estimated Study Cost	$935,000
Reconnaissance Phase (Federal)	135,000
Feasibility Phase (Federal)	400,000
Feasibility Phase (Local)	400,000

The feasibility study is scheduled for completion in November 2004.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2004 $	Allocation FY 2004 $	Tentative Allocation FY 2005 $	Additional to Complete After FY 2005 $
Saint George Navigation Improvements, AK	1,174,000	143,000	33,000	50,000	948,000

Alaska District

The City of Saint George is located on Saint George Island, the second largest of the Pribilof Islands. The island is located in the middle of the Bering Sea, in the center of extensive bottom fish and crab fisheries. The harbor configuration was designed and built by the city. Previous Federal work on this harbor consisted of dredging the entrance and maneuvering channel under Section 107 authority in which project depth was not fully achieved. Following this work Congress authorized the entrance channel to be dredged to a 20-foot depth. A decision document for that work is being prepared.

Large waves are entering the entrance and inner harbor area making ingress/egress into the harbor almost impossible during moderate wave conditions. Harbor users are reluctant to enter the harbor or proceed with off loading operations. The feasibility study will look at ways to reduce wave action in the inner harbor but more importantly create a safe entrance channel wave environment into the harbor. This may result in a different harbor configuration or the possibility of developing a harbor at a different location. The City of Saint George supports the project and is the non-federal sponsor. The reconnaissance report was completed in June 2002.

Fiscal Year 2004 funds are being used to complete the reconnaissance phase and initiate the feasibility study, pending availability of local sponsor funding and execution of the feasibility cost sharing agreement. Fiscal Year 2005 funds will be used to continue the feasibility study. The preliminary estimated cost of the feasibility phase is $2,000,000, which is to be shared on a 50-50 basis by Federal and non-Federal interests. A summary of the study cost sharing is as follows:

Total Estimated Study Cost	$2,174,000
Reconnaissance Phase (Federal)	174,000
Feasibility Phase (Federal)	1,000,000
Initial Non-Federal Share	1,000,000

Completion of the feasibility study is to be determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2004 $	Allocation FY 2004 $	Tentative Allocation FY 2005 $	Additional to Complete After FY 2005 $
Unalakleet Harbor, AK	957,000	244,000	130,000	50,000	533,000

Alaska District

The city of Unalakleet is located on Norton Sound at the mouth of the Unalakleet River, 148 miles southeast of Nome and 395 miles northwest of Anchorage. Approximately 82 percent of the 800 people in Unalakleet are Alaska Natives. Unalakleet has a history of diverse cultures and trade activity. Both commercial fishing for herring and traditional Unaligmiut Eskimo activities are major components of Unalakleet's economy. Approximately 113 residents hold commercial fishing permits, and a new fish processing plant was recently completed. Presently, the fishing fleet, operating out of Unalakleet, uses a lagoon on the lee side of the spit on which the city is located. Vessels in the lagoon are able to moor, haul out, and access the fish processing facility. Access to the lagoon is difficult due to shoals and the shallow offshore channel of the river. The barges that deliver fuel and supplies to the city are returned to transit only during the highest tides. Groundings of even the small fishing boats cause delays that reduce the value of the fish delivered to the processing plant and reduces effective commercial and subsistence fishing opportunities. The study will consider the benefits and costs of constructing a navigation system that would significantly reduce delays and vessel damages. The City of Unalakleet and the Native Village of Unalakleet are the sponsors and are familiar with the cost sharing requirements for the feasibility study. The reconnaissance phase was completed in December 2002.

Fiscal Year 2004 funds will be used to continue the feasibility phase. Fiscal Year 2005 funds will be used to continue the feasibility study. The preliminary estimated cost of the feasibility phase is $1,700,000, which is to be cost shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of the study cost sharing is as follows:

Total Estimated Study Costs	$1,807,000
Reconnaissance Phase	107,000
Feasibility Phase (Federal)	$850,000
Feasibility Phase (Local)	$850,000

Completion of the feasibility study is to be determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2004 $	Allocation FY 2004 $	Tentative Allocation FY 2005 $	Additional to Complete After FY 2005 $
Unalaska Harbor, AK Alaska District	1,800,000	1,232,000	418,000	150,000	0

Unalaska overlooks Iliuliuk Bay and Dutch Harbor on Unalaska Island in the Aleutian Chain. It lies 800 air miles from Anchorage and 1,700 miles northwest of Seattle. The name Dutch Harbor is often applied to the portion of the City on Amaknak Island, which is connected to Unalaska Island by a bridge. Dutch Harbor is actually within the boundaries of the City of Unalaska. Unalaska's economy is based on commercial fishing, fish processing, and fleet services such as fuel, repairs and maintenance, trade, and transportation. The community enjoys a strategic position as the center of a rich fishing area, and for transshipment of cargo between Pacific Rim trading partners. The Great Circle shipping route from major west coast ports to the Pacific Rim passes within 50 miles of Unalaska, and Dutch Harbor provides a natural protection for fishing vessels. Unalaska ranks as the number one port in the nation for seafood volume and value. Publicly owned marine facilities in the area do not adequately meet moorage needs at Unalaska. Additional harbor sites are being investigated. One proposed location in South Channel, Iliuliuk Bay, called "Little South America" could accommodate over 250 boats if fully developed. The proposed Little South America Harbor is located on the south end of Amaknak Island, which is remarkably similar in shape to the continent of South America. The harbor would be protected by stub rubblemound and floating breakwaters. The estimated project cost is $20 million and the benefit cost ratio is estimated at 1.3. The City of Unalaska is the sponsor for the project.

Fiscal Year 2004 funds are being used to prepare an Environmental Impact Statement and to continue the feasibility phase of the study. Funds requested for Fiscal Year 2005 will be used to complete the feasibility study. The preliminary estimated cost of the feasibility phase is $3,600,000, which is to be shared on a 50-50 basis by Federal and non-Federal interests. A summary of the study cost sharing is as follows.

Total Estimated Study Cost	$3,600,000	
Reconnaissance Phase (Federal)	N/A	(Prepared under Coastal Navigation, AK, parent study)
Feasibility Phase (Federal)	1,800,000	
Feasibility Phase(Local)	1,800,000	

The feasibility study is scheduled for completion in November 2004.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2004 $	Allocation FY 2004 $	Tentative Allocation FY 2005 $	Additional to Complete After FY 2005 $
Whittier Breakwater, AK	525,000	156,000	33,000	50,000	286,000

Alaska District

Whittier is located on the western end of Prince William Sound about 60 miles east of Anchorage. A new road tunnel to Whittier opened in June 2000 and offers Anchorage residents and visitors relatively good access to this top quality marine environment; the next closest access to a coastal area is twice as far away at Seward. Additional boat launch and harbor facilities are needed to accommodate the large number of people that will be traveling to Whittier. Breakwaters (750 foot main and 150 foot spur) would protect a dredged small boat harbor and a boat launch facility.

The existing Whittier Harbor is full and has a long wait list of vessels wanting moorage space. Expanding the existing harbor is not feasible because of railroad facilities that must be kept in operation on the landward side and deep water on the seaward side makes expansion too costly. The only other harbor site that has road access is at the head of Passage Canal where a boat launch and small harbor could be constructed. State and local interests strongly support additional harbor facilities and are willing to cost share harbor development.

Whittier is surrounded by towering mountains, which leave little flat land for development of onshore facilities for a boat harbor. Most of the people coming to Whittier from Anchorage will be interested in recreational boating or sport fishing, which is not a high national priority for computation of benefits to justify Federal involvement. Some of the visitors will want to take charter boats for fishing and viewing of the magnificent glaciers and mountains. Corps policy currently limits recreational benefits to 50 percent of the cost of the facilities. The Reconnaissance report was completed in June 2001.

Fiscal Year 2004 funds are being used to initiate the feasibility phase**,** pending availability of local sponsor funding and execution of the feasibility cost sharing agreement. Fiscal Year 2005 funds will be used to continue the feasibility study. The preliminary estimate cost of the feasibility phase is $700,000, which is to be shared on a 50-50 percent basis by Federal and non-federal interests. A summary of study cost sharing follows:

Total Estimated Study Cost	$875,000
Reconnaissance Phase (Federal)	175,000
Feasibility Phase (Federal)	350,000
Feasibility Phase (Local)	350,000

Completion of the feasibility phase is to be determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2004 $	Allocation FY 2004 $	Tentative Allocation FY 2005 $	Additional to Complete After FY 2005 $
Barbers Point Harbor Modification, Oahu, HI Honolulu District	1,752,000	1,460,000	65,000	50,000	177,000

Barbers Point Harbor is located on the Ewa plains along the western coast of the Island of Oahu, Hawaii, and is situated adjacent to the 1,367-acre James Campbell Industrial Park (Oahu's major industrial area) and the 800-acre Kapolei Business Park. The harbor was originally intended to serve as a deepwater relief harbor for the port of Honolulu and to service the shipping requirements of the industries at Campbell Industrial Park, thus eliminating or reducing the need for considerable overland transshipment expense involved in importing and exporting via Honolulu Harbor and the congested Honolulu metropolitan area. However, the rapid development and growth of the Ewa plains region and the establishment of the community of Kapolei as Oahu's second urban center near Barbers Point have placed increased importance and demand on the harbor to service the growing communities, businesses, and industries in the Ewa area. The recommended plan, estimated to cost $31.0 million ($23.2 million Federal; $7.8 million non-Federal), is to deepen the entrance and access channels to -44 feet and also deepen the turning basin to -42 feet. The benefit-cost ratio is 1.01 to 1. The local sponsor is the State Department of Transportation and they are willing to meet the cost sharing requirements for Preconstruction Engineering and Design (PED) and subsequent project construction in accordance with project cost sharing. PED will ultimately be cost shared at the rate for the project to be constructed but will be financed through the PED period at 25% non-Federal. A summary of cost sharing is as follows:

Total Estimated Study Cost	$3,129,000
Reconnaissance Phase (Federal)	375,000
Feasibility Phase (Federal)	1,377,000
Feasibility Phase (Non-Federal)	1,377,000

Fiscal Year 2004 funds are being used to complete the draft Supplemental Environmental Impact Statement (SEIS). Fiscal Year 2005 funds will be used to continue the feasibility report and SEIS. Completion of the feasibility study is to be determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2004 $	Allocation FY 2004 $	Tentative Allocation FY 2005 $	Additional to Complete After FY 2005 $
Kawaihae Deep Draft Harbor Modifications Hawaii, HI Honolulu District	$866,250	341,000	65,000	150,000	310,250

Kawaihae Harbor is located on the northwest coast of the island of Hawaii, approximately 85 miles northwest from Hilo, the county seat of the island of Hawaii. The existing project was completed in July 1962 and enlarged in January 1973. The project consists of a 3,270-foot long, 40-foot deep entrance channel; a 1,450-foot wide, 35-foot deep harbor basin; and a 2,650-foot long rubblemound breakwater. The barge pier and approximately half of the transpacific pier are not usable due to increased surge activity within the harbor causing delays in the loading and unloading of cargo. The surge problem occurs especially during the winter months when the north to northwest swells dominate the wave spectrum. Additionally, the surge actions within the harbor have resulted in damage to the piers and vessels. If improvements to the harbor are not implemented, the State's existing infrastructure will continue to be damaged, resulting in costly repairs. The local sponsor, the State Department of Transportation, fully understands the cost sharing requirements of this study. The feasibility cost sharing agreement was executed in September 2002.

Fiscal Year 2004 funds are being used to continue the feasibility study to include EIS preparation and numerical modeling of several alternatives under consideration. Efforts will include initiation of an Environmental Impact Statement; conducting public and coping meetings; and conducting environmental and engineering baseline investigations. Fiscal Year 2005 funds will be used to continue feasibility study efforts. The total estimated cost of the feasibility phase is $1,532,500, which will be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of the study cost sharing follows:

Total Estimated Study Cost	$1,632,500
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	766,250
Feasibility Phase (Non-Federal)	766,250

The completion date of the feasibility study is to be determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2004 $	Allocation FY 2004 $	Tentative Allocation FY 2005 $	Additional to Complete After FY 2005 $
Nawiliwili Harbor Modifications Kauai, HI Honolulu District	$750,000	122,000	65,000	50,000	513,000

Nawiliwili Harbor is located in Nawiliwili Bay on the southeast coast of the island of Kauai, approximately 93 nautical miles northwest of Oahu. Nawiliwili Bay is directly exposed to the prevailing northeast trade winds, which frequently attain high velocities and result in high seas and swells. The existing federal project at Nawiliwili Harbor includes a 2,435-foot breakwater, a 2,400-foot long, 40-foot deep, S-shaped entrance channel with a minimum width of 600 feet, and a 35-foot deep harbor basin with a maximum width and length of 1,540 feet and 1,950 feet, respectively. Kauai's economy is boosted by the North American passenger cruise ship market, which has recently included the island of Kauai in its weekly scheduled tour. Based on the success of the foreign cruise vessels in the islands, the market is expected to increase by as much as 30-percent statewide. The State of Hawaii is currently pursuing plans to modify pier facilities at the harbor to address the demand. Among the navigational concerns raised by harbor pilots and users of Nawiliwili Harbor are harbor surge, size and depth of the harbor turning basin, and the configuration of the harbor channel. The safety concern currently is the navigability of "panamax" vessels, which are 965 feet in length. As passenger cruise and other commercial vessel size and traffic increase to keep pace with Kauai's growing economy, concerns regarding these safety issues will continue to grow. Preliminary discussions with the local sponsor, the State Department of Transportation, indicate that navigation outputs are in accordance with Corps policy. The local sponsor fully understands the cost-sharing requirements of the study and is committed to active participation with the Corps. The reconnaissance study was completed in August 2002.

Fiscal Year 2004 funds are being used to initiate the feasibility study pending certification of the reconnaissance report, availability of local sponsor funding and execution of the feasibility cost sharing agreement. Fiscal Year 2005 funds will be used to continue the feasibility study. The total estimated cost of the feasibility phase is $1,300,000, which will be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of the study cost sharing follows:

Total Estimated Study Cost	$1,400,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	650,000
Feasibility Phase (Non-Federal)	650,000

The completion date of the feasibility study is to be determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2004 $	Allocation FY 2004 $	Tentative Allocation FY 2005 $	Additional to Complete After FY 2005 $
Rota Harbor Modifications, CNMI Honolulu District	900,000	0	66,000	50,000	784,000

Rota Harbor is located on the west coast of the island of Rota, Commonwealth of the Northern Mariana Islands (CNMI). The CNMI is comprised of a chain of 16 islands in the western Pacific approximately 3,700 miles west-southwest of Hawaii and 1,400 miles south of Tokyo, Japan. The island of Rota is located 53 miles south-southwest of the main island of Saipan and is approximately 11 miles long and averages about 4 miles in width.

The current harbor was constructed by the Corps of Engineers and completed in April 1985 under Section 107 of the River and Harbor Act of 1960, as amended. As an island community, Rota's population and economy are vitally linked to the shipment of goods into and out of Rota Harbor, the island's only commercial port. However, the existing harbor's size and configuration restricts larger sized vessels from calling on Rota Harbor and requires the transshipment of goods and material to and from Rota. The added cost of transshipment is estimated at $13 million annually. The Commonwealth Ports Authority, the local sponsor, fully understands the cost-sharing requirements of the project. The reconnaissance report was completed in October 2001 under the Navigation Improvements, CNMI study. Authority to conduct this study is provided under Section 444 of the Water Resources Development Act of 1996 (PL 104-303).

Fiscal Year 2004 funds are being used to initiate the feasibility phase of the study, pending availability of local sponsor funding and execution of the feasibility cost sharing agreement. Fiscal Year 2005 funds will be used to continue the feasibility study. The total estimated cost of the feasibility phase is $1,400,000, to be shared on a 50-50 percent basis by Federal and non-Federal interests. Section 1156 of P.L. 99-662 provides for a waiver of local cost-sharing requirements up to $200,000. A summary of cost sharing is as follows:

Total Estimated Study Cost	$1,400,000	
Reconnaissance Phase (Federal)	N/A	(Conducted under Navigation Improvements, CNMI study)
Feasibility Phase (Federal)	900,000	
Feasibility Phase (Non-Federal)	500,000	(Reflects $200,000 waiver under Sec 1156 of PL 99-662)

The completion date of the feasibility study is to be determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2004 $	Allocation FY 2004 $	Tentative Allocation FY 2005 $	Additional to Complete After FY 2005 $
Tinian Harbor Modifications, CNMI Honolulu District	800,000	0	66,000	50,000	684,000

Tinian Harbor is located on the southwestern coast of the island of Tinian, Commonwealth of the Northern Mariana Islands (CNMI). The CNMI is comprised of a chain of 16 islands in the western Pacific approximately 3,700 miles west-southwest of Hawaii and 1,400 miles south of Tokyo, Japan. Tinian is located 3 miles south south-west of the main island of Saipan. Tinian is approximately 13 miles long and averages about 6 miles in width. The shoreline is formed predominantly by sea cliffs 20 to 100 feet high. Tinian Island is subject to storm waves associated with tropical storms and typhoons. Due to Tinian's proximity to the typhoon breeding grounds, the island is threatened year round with the passage of a developing typhoon and on occasion, one of full strength. Typhoons are defined as storms with sustained wind speeds equal to or greater than 64 knots, while tropical storms are defined as having sustained wind speeds between 34 and 63 knots. Severe typhoons have occurred nearly every month of the year, but are most common between July and December. Tinian Harbor was originally constructed during World War II. The age of the existing harbor's breakwater and successive typhoons during the last few years have contributed to the deterioration of the breakwater and reduced usability of the harbor. As the island of Tinian's only commercial port and primary facility for the import and export of goods and material, Tinian Harbor is vital to the island's economic and social welfare. The island of Tinian is experiencing a period of rapid growth and development. Existing plans call for the construction of several large resort hotels. To meet the increased and growing demand in the area, the Government of the CNMI has identified the need for navigation improvements to the existing harbor. The present harbor's condition and limitations results in increased transportation costs to shippers. The Commonwealth Ports Authority, the local sponsor, fully understands the cost-sharing requirements of the project. The reconnaissance report was completed in October 2001 under the Navigation Improvements, CNMI study. Authority to conduct this study is provided under Section 444 of the Water Resources Development Act of 1996 (PL 104-303).

Fiscal Year 2004 funds are being used to initiate the feasibility phase of the study pending availability of local sponsor funding and execution of the feasibility cost sharing agreement. Fiscal Year 2005 funds will be used to continue the feasibility study. The total estimated cost of the feasibility phase is $1,200,000, to be shared on a 50-50 percent basis by Federal and non-Federal interests. Section 1156 of P.L. 99-662 provides for a waiver of local cost-sharing requirements up to $200,000. A summary of cost sharing is as follows:

Total Estimated Study Cost	$1,200,000	
Reconnaissance Phase (Federal)	N/A	(Conducted under Navigation Improvements, CNMI study)
Feasibility Phase (Federal)	800,000	
Feasibility Phase (Non-Federal)	400,000	(Reflects $200,000 waiver under Sec 1156 of PL 99-662)

The completion date of the feasibility study is to be determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2004 $	Allocation FY 2004 $	Tentative Allocation FY 2005 $	Additional to Complete After FY 2005 $
2b. Flood Damage Prevention Studies: The amount of $1,250,000 is requested in Fiscal Year 2005 for five feasibility studies.					
Barrow Coastal Storm Damage Reduction, AK	3,860,000	705,000	585,000	1,000,000	1,570,000

Alaska District

Barrow, the northernmost community in the United States, is located on the Chukchi Sea coast, 10 miles south of Point Barrow from which it takes its name. It lies 725 air miles from Anchorage. Barrow is the economic center of the North Slope Borough and numerous businesses provide support services to oil fields. Marine and land transportation provide seasonal access. Presently, numerous public facilities are threatened by the continued loss of shoreline and narrowing of approximately 5,000 feet of beach, fronting the community. During the winter, near-shore pack ice prevents the formation of waves during severe storms; this in turn protects the sandy shoreline. However, recent years have seen the pack ice remaining further offshore for longer periods of time, thereby allowing severe storms to generate wind driven waves that cause massive erosion along the shoreline. If this trend continues, the threatened facilities at Barrow could be impacted within the next one to two years. Local officials also believe that sand-mining operations carried out by the Department of Defense during the 1950's through the 1970's have contributed to the existing shoreline erosion problems. Utilidors (heated below ground tunnels containing utility lines), roads, wastewater treatment facilities, and a 32-unit borough owned apartment building are among the public facilities threatened. Also, the Barrow solid waste landfill is threatened and poses a tremendous environmental threat to the marine environment due to the potentially hazardous nature of wastes placed in the landfill. Private facilities are also threatened and would incidentally benefit from a project. These include a gas station, a hotel, and numerous small shops. The study will consider the benefits and costs for protecting the shoreline, fronting the city and road out to the landfill. It will also evaluate the merits of flood damage reduction measures.

The reconnaissance report was completed in June 2001. Fiscal Year 2004 funds are being used to continue the feasibility phase study. Fiscal Year 2005 funds will also be used to continue the feasibility phase. The estimated cost of the feasibility phase is $7,232,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. The North Slope Borough is the local sponsor, and is contributing some of their cost share as in-kind services. A summary of the study cost sharing is as follows:

Total Estimated Study Cost	$7,476,000
Reconnaissance Phase (Federal)	244,000
Feasibility Phase (Federal)	3,616,000
Feasibility Phase (Local)	3,616,000

Completion of the feasibility study is to be determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2004 $	Allocation FY 2004 $	Tentative Allocation FY 2005 $	Additional to Complete After FY 2005 $
Kaktovik Beach Erosion Study, AK Alaska District	600,000	24,000	130,000	50,000	396,000

Kaktovik is located on the north shore of Barter Island, Between the Okpilak and Jago Rivers on the Beaufort Sea coast and is the eastern most community in the North Slope Borough. It lies within the 19.6- Million-acre Arctic National Wildlife Refuse. The Community of Kaktovik is an incorporated second-class city with a current population of 306 residents. The area of Kaktovik has experienced coastal flooding, beach erosion, and loss of permafrost soil stability in localized areas. The existing airport is experiencing flooding and failure of the existing erosion control systems from Beaufort Sea storms. Floodwaters overtop the runway, erosion occurs to embankment slopes, and sea ice occasionally pushes onto the runway. The airport is owned by the U.S, Department of Defense and is operated and maintained by the North Slope Borough under a joint use agreement. The FAA is currently Studying alternatives for upgrading the runway and is expected to complete their study in 2004. Erosion and loss of permafrost soil stability also threatens various cultural resources around Barter Island that include old town sites, gravesites, and areas associated with subsistence activities. Continued erosion also threatens native land allotments and tribal corporation lands. This study will identify the problems and opportunities for reducing damages caused by coastal processes and storms and determine if improvements are warranted. The North Slope Borough is the likely sponsor. They are familiar with the cost sharing requirements for the feasibility study. The reconnaissance study is scheduled for completion in July 2004.

Fiscal Year 2004 funds are being used to complete the reconnaissance report and initiate the feasibility study**,** pending availability of local sponsor funding and execution of the feasibility cost sharing agreement. Fiscal Year 2005 funds will be used to continue the feasibility phase. The preliminary estimated cost of the feasibility phase is $1,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of the study cost sharing follows:

Total Estimated Study Cost	$1,100,000
Reconnaissance Phase	100,000
Feasibility Phase (Federal)	500,000
Feasibility Phase (Local)	500,000

Completion of the feasibility study is to be determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2004 $	Allocation FY 2004 $	Tentative Allocation FY 2005 $	Additional to Complete After FY 2005 $
McGrath, AK	600,000	14,000	195,000	50,000	341,000

Alaska District

McGrath is a small community located in western Alaska along the upper Kuskokwim River. The city is 225 miles northwest of Anchorage and serves as a transportation and service center for the surrounding area. McGrath is located on a bend of the Kuskokwim River which is often subject to flooding caused by ice jams in the spring. The streambank is also eroding most of the city waterfront. An important city street has been lost and another major road will be lost to the river if no action is taken to protect the waterfront. The city's water treatment plant, water intake building and the fuel offloading facility are all in imminent danger. The estimated value of facilities and other buildings that will be lost to erosion is about one million dollars. On October 20, 1998 the McGrath City Council requested that a rock revetment be installed to stop erosion caused by the river. This project will consider the need for both, flood damage reduction and bank stablization. The city is the likely sponsor and has listed this project as a high priority. They are familiar with the cost sharing requirements for the feasibility study and construction of project. The reconnaissance study is scheduled for completion in June 2004.

Fiscal Year 2004 funds are being used to continue the reconnaissance study. Funding in Fiscal Year 2005 will be used to complete the reconnaissance phase and initiate the feasibility study, pending availability of local sponsor funding and execution of the feasibility cost sharing agreement. The preliminary estimated cost of the feasibility phase is $1,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of the study cost sharing follows:

Total Estimated Study Cost	$1,100,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	500,000
Feasibility Phase (Local)	500,000

Completion of the feasibility study is to be determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2004 $	Allocation FY 2004 $	Tentative Allocation FY 2005 $	Additional to Complete After FY 2005 $
Skagway River Flood Control, AK	569,000	104,000	65,000	50,000	350,000

Alaska District

Skagway is a small community located at the northernmost end of Taiya Inlet. The community is 90 miles northeast of Juneau. The existing Flood Control project was authorized by the River & Harbor Act, 20 June 1938 and provides for a rock, brush and earth training dike 6,700 feet long on the east bank of the Skagway River, and a rubble-mound containment structure 1,800 feet long across the tide flats. A modification, authorized by the Flood Control Act, 24 July 1946 provided for restoration of the 1,800 foot containment structure and construction of a 300' extension and reconstruction of the existing 6,700 foot dike. In 1951, extensive emergency repairs were made to the dike. In 1986, based on annual inspections, the city was notified that additional repairs were required. The city corrected the most critical repairs in 1993. The Corps of Engineers continues to perform annual inspections in accordance with the agreement of local cooperation. The project presently needs enlargement and modification. There is a need to prevent scouring and aggradation of the riverbed. The airport is exposed to flooding and subject to major damages. The historical value of the town site is a major feature. Much of the old city is now in the Klondike Gold Rush National Historic Park. This study will consider the benefits and costs of improving the dike and the containment structure. The city is the likely sponsor and has listed this project as a high priority. They are familiar with the cost sharing requirements for the feasibility study. The reconnaissance report was completed in November 2003.

Fiscal Year 2004 funds are being used initiate the feasibility study**,** pending availability of local sponsor funding and execution of the feasibility cost sharing agreement. Fiscal Year 2005 funds will be used to continue the feasibility study. The preliminary estimated cost of the feasibility phase is $800,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. The City of Skagway will be the local sponsor, and it understands the cost sharing that would be needed for a feasibility study. A summary of the study cost sharing is as follows:

Total Estimated Study Cost	$969,000
Reconnaissance Phase (Federal)	169,000
Feasibility Phase (Federal)	400,000
Feasibility Phase (Local)	400,000

Completion of the feasibility study is to be determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2004 $	Allocation FY 2004 $	Tentative Allocation FY 2005 $	Additional to Complete After FY 2005 $
Hagåtña River Flood Control, Guam Honolulu District	900,000	68,000	65,000	100,000	667,000

The Territory of Guam is located approximately 3,800 miles west of Honolulu. The Hagåtña River drainage basin is situated on the west-central section of the island. The drainage basin is bordered by plateau lands of northern Guam to the east and northeast; the Pago River basin to the south; coastal lowlands to the north; and sloping mountainous lands of the southwest. The basin is drained by the Agana River, which flows northerly through the downtown area of Agana, the political, commercial and economic center for Guam. Flood damages in the Hagåtña River drainage basin result from inadequate channel capacity and flat topography. The flood of record occurred in May 1976 with estimated damages of $4,000,000. Presently, there are more than 440 structures in the Hagåtña River floodplain. Previous investigations completed before 1989 demonstrated that a flood control project, providing a 100-year level of protection, could reduce average annual flood damages by more than $730,000. The area to be protected comprises about 215 acres with a total estimated value of more than $145,000,000 for land and improvements. A letter was received in May 2001 from the Government of Guam requesting the Corps assistance in reinvestigating the feasibility of the Hagåtña River flood control project. The project was authorized under the Water Resources Development Act of 1986 (PL 99-662) as Agana River, but since that time, the project was subject to deauthorization. The Government of Guam was not in a position to implement the project at that time. Since then, conditions have changed allowing the Government of Guam to make this project a higher priority. Reinvestigation needs to first identify if there is continued Federal interest and issues associated with the project. The local sponsor fully understands the cost-sharing requirements of the study and is fully committed to active participation with the Corps of Engineers. The reconnaissance report was completed in December 2003.

Funds to initiate the reconnaissance study was provided by the Fiscal Year 2003 Consolidated Appropriations Resolution (P.L. 108-7). Authority to conduct this study is provided under Section 444 of the 1996 Water Resources Development Act (P.L. 104-303), as amended. Fiscal Year 2004 funds are being used initiate the feasibility study. Fiscal Year 2005 funds will be used to continue feasibility phase studies. The total estimated cost of the feasibility phase is $1,200,000, to be shared on a 50-50 percent basis by Federal and non-Federal interests. Section 1156 of P.L. 99-662 provides for a waiver of local cost-sharing requirements up to $200,000. A summary of cost sharing is as follows:

Total Estimated Study Cost	$1,300,000	
Reconnaissance Phase (Federal)	100,000	
Feasibility Phase (Federal)	800,000	
Feasibility Phase (Non-Federal)	400,000	(Reflects $200,000 waiver under Sec 1156 of PL 99-662)

The completion date of the feasibility study is to be determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2004 $	Allocation FY 2004 $	Tentative Allocation FY 2005 $	Additional to Complete After FY 2005 $
2c. Shore Protection: The amount of $50,000 is requested in Fiscal Year 2005 for one feasibility study.					
Kihei Area Erosion, Maui, HI Honolulu District	805,000	118,000	100,000	50,000	537,000

The Kihei area is located on the southwestern coast of the island of Maui and has experienced significant shoreline erosion within the past 30 years. One of the most severely eroded beaches on Maui is a 5,500 foot-long segment from Kalama Park to the shoreline along the southern half of Halama Street in Kihei. Erosion in the adjacent areas has continued and the risk of damage to houses, the main coastal road and park facilities remain high during high wave events. Local studies have estimated that as much as one-third of the sandy shoreline of the island has experienced significant erosion. Since the economy of the State is tied very closely to the condition of the shoreline, there is considerable Congressional and local interest in protecting the shorelines. Authority to conduct this study is provided by Section 209 of the Rivers and Harbor act of 1962 (PL 87-874). The local sponsor is the County of Maui and is fully aware of the cost sharing requirements and committed to active participation. The reconnaissance study was completed in September 2002.

Fiscal Year 2004 funds are being used to initiate the feasibility phase of the study pending availability of local sponsor funding and execution of the feasibility cost sharing agreement. Fiscal year 2005 funds will be used to continue the feasibility study. The total estimated cost of the feasibility phase is $1,410,000, to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of cost sharing is as follows:

Total Estimated Study Cost	$1,510,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	705,000
Feasibility Phase (Non-Federal)	705,000

The completion date of the feasibility study is to be determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2004 $	Allocation FY 2004 $	Tentative Allocation FY 2005 $	Additional to Complete After FY 2005 $
2d. Special Studies: The amount of $300,000 is requested in Fiscal Year 2005 for three feasibility studies.					
Eklutna River Watershed, AK	734,000	39,000	195,000	50,000	450,000

Alaska District

Eklutna is located at the head of the Knik Arm of Cook Inlet, at the mouth of the Eklutna River, within the boundaries of the Municipality of Anchorage. The watershed study will examine ways to mitigate the effects of the upper Eklutna Dam, removal of the lower Eklutna Dam and its effects, restoration of fish passage and wildlife habitat, and restoration of an old railroad gravel quarry. On March 29, 2002 the Native Village of Eklutna requested assistance to address the problems within the watershed. This project will consider the need for both, restoration and enhancement of wildlife habitat areas and the reduction in water flow. The Native Village of Eklutna is the likely sponsor and has listed this project as a high priority. They are familiar with the cost sharing requirements for the feasibility phase study. The reconnaissance report is scheduled for completion in July 2003.

Fiscal Year 2004 funds are being used to complete the reconnaissance phase and initiate the feasibility phase, pending availability of local sponsor funding and execution of the feasibility cost sharing agreement. Fiscal Year 2005 funds will be used to continue the feasibility study.

Total Estimated Study Cost	$1,234,000
Reconnaissance Phase (Federal)	234,000
Feasibility Phase (Federal)	500,000
Feasibility Phase (Local)	500,000

Completion of the feasibility study is to be determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2004 $	Allocation FY 2004 $	Tentative Allocation FY 2005 $	Additional to Complete After FY 2005 $
Ala Wai Canal, Oahu, HI Honolulu District	1,525,000	792,000	65,000	150,000	518,000

The Ala Wai Canal, located in the Waikiki area on the Island of Oahu, is a two-mile long man-made waterway constructed during the 1920's that has served as a collection and transmission point for discharged silt, pollutants and floodwaters from the Makiki, Manoa and Palolo drainage basins and surrounding areas of Waikiki. This drainage area encompasses a total land area of approximately 16.3 square miles and is considered to be the most densely populated area in the state. The two-mile long canal is approximately half a mile inland from Hawaii's major landmark and primary tourist destination Waikiki Beach. The 150-to 250-foot-wide canal was originally dredged to a depth of 25 feet. In recent years the accumulation of debris, especially at the confluence of the major stream tributaries of the Makiki and Manoa-Palolo Streams and the Ala Wai Canal, has resulted in depths of only one to two feet. With increased urbanization of the drainage basin, the potential flood risk to the Waikiki area has become a major concern to the local sponsor. During the passage of Hurricane Iniki in 1992, the Ala Wai Canal overtopped its bank near the McCully Bridge and caused some flooding of streets in the Waikiki area. Flood mitigation measures, including both non-structural and structural alternatives, will be addressed and investigated for potential implementation.

The Ala Wai Canal also serves as an important link between the freshwater ecosystems of the upper drainage basins and the marine environment along the coast. Endemic amphidromous species such as native gobies and shrimp that had once utilized the Ala Wai Canal as a migratory pathway from the mountains to the sea are nearly non-existent. The accumulation of silt and pollutants over the years has resulted in a steady decline in water quality and has affected water flow and circulation. The deterioration of water quality in the canal is evidenced by health warning signs posted by the State of Hawaii Department of Health relating to the consumption of fish and crab, murky waters, floating and submerged debris, stench, and the proliferation of non-native tilapia, one of the few fish species capable of surviving in this aquatic environment. This deterioration of water quality has adversely impacted traditional recreational and marine activities. The degradation of water quality in the canal has limited aquatic fauna to alien species capable of surviving in low dissolved oxygen-high sediment aquatic environments. According to a 1989 Hawaii Stream Assessment Survey, native species of gobies once present within the Ala Wai tributaries were no longer found in a recent Fish and Wildlife Survey of the upper Palolo Watershed. In a cooperative effort with Federal, State and local agencies, an effective comprehensive management and restoration plan will need to be implemented to restore aquatic habitat and biological diversity once present in the canal and upstream tributaries.

The feasibility cost sharing agreement was executed in April 2001 with the State Department of Land and Natural Resources. Fiscal Year 2004 funds are being used to continue feasibility study efforts. Fiscal Year 2005 funds will be used to continue feasibility phase studies. The total estimated cost of the feasibility phase is 2,800,000, which is to be cost shared at 50 percent by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	$2,925,000
Reconnaissance Phase (Federal)	125,000
Feasibility Phase (Federal)	1,400,000
Feasibility Phase (Non-Federal)	1,400,000

The completion date of the feasibility study is to be determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2004 $	Allocation FY 2004 $	Tentative Allocation FY 2005 $	Additional to Complete After FY 2005 $
Kahuku Watershed, HI Honolulu District	600,000	199,000	65,000	100,000	236,000

The Kahuku Area is located on the northeastern coast of the island of Oahu, State of Hawaii, between Kawela and Laie along Highway 83 and covers approximately 2.525 sq kilometers. There are significant opportunities in the Kahuku watershed area for ecosystem improvements combined with floodplain management measures. Kahuku has historically experienced repeated flooding and drainage problems. The most recent major storm occurred in March 1991, which caused substantial damage to the community, which flooded the Campbell Wild Life Preserve (managed by the U.S. Fish and Wildlife Service (USFWS)), aqua farms, residences, schools, and businesses. Estimated losses from this event totaled $6.4 to $10.3 million. Several factors can be cited: (1) Ponding in the flat, low-lying developed areas on both sides of Kamehameha Highway due to lack of an adequate drainage system; (2) The formation of sand dunes at the channel mouths which prevent floodwaters from discharging into the ocean; and, (3) Land developments that may have impeded flows to the ocean. In addition, the USFWS is actively seeking to expand the wetlands and birdlife habitat, increasing the ecological value of the area and which simultaneously may provide upstream detention storage. The feasibility study will investigate and recommend improvements to address these problems.

Authority to conduct this study is provided under Section 209 of the Flood Control Act of 1962, Public Law 87-874. The Feasibility Cost Sharing Agreement was executed in December 2002. The State of Hawaii and the City and County of Honolulu equally share local co-sponsorship. Both agencies are fully aware of the cost sharing requirements of the project. Fiscal Year 2004 funds are being used to continue the feasibility study. Fiscal Year 2005 funds will be used to continue the feasibility study. The total estimated cost of the feasibility phase is $1,000,000 and will be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of cost sharing is as follows:

Total Estimated Study Cost	$1,100,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	500,000
Feasibility Phase (Non-Federal)	500,000

The completion date of the feasibility study is to be determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2004 $	Allocation FY 2004 $	Tentative Allocation FY 2005 $	Additional to Complete After FY 2005 $

2e. Comprehensive Studies: None.

2f. Project Review Studies: None.

3. PRECONSTRUCTION ENGINEERING AND DESIGN - NEW

3a. Navigation: None

3b. Flood Control: None

3c. Shoreline Protection: None.

3d. Multiple Purpose Projects: None.

4. PRECONSTRUCTION ENGINEERING AND DESIGN - CONTINUING

4a. Navigation: None.

4b. Flood Control: None.

4c. Shoreline Protection: None.

4d. Multiple Purpose Projects: None.

APPROPRIATION TITLE: Construction General, Fiscal Year 2005

CONSTRUCTION, GENERAL: The amount of $39,000,000 is requested in Fiscal Year 2005 for five Navigation projects.

APPROPRIATION TITLE: Construction, General - Navigation - Channels and Harbors

PROJECT: Chignik Harbor, Alaska (Continuing)

LOCATION: Chignik is located in southwest Alaska on the south shore of the Alaska Peninsula.

DESCRIPTION: The project consists of a 1,120-foot southern rubblemound breakwater and a 940-foot northern breakwater, with a 150-foot wide entrance channel through a gap in the breakwaters. The harbor will serve 9 acres of moorage.

AUTHORIZATION: Water Resource Development Act of 1996

REMAINING BENEFIT-REMAINING COST RATIO: 8.8 to 1.0 at 7-5/8 percent.

TOTAL BENEFIT-COST RATIO: The current benefit to cost ratio is 2.0 to 1.0 at 7-5/8 percent.

INITIAL BENEFIT-COST RATIO: 2.0 to 1.0 at 7-5/8 percent (FY 1998).

BASIS OF BENEFIT-COST RATIO: Feasibility Report of February 1996 at October 1995 price levels.

SUMMARIZED FINANCIAL DATA:

	$	STATUS(1 January 04)	% Complete	Completion Schedule
Estimated Appropriation Requirement (COE)	7,724,000	Entire Project	73	September 2005
Estimated Appropriation Requirement (U.S. Coast Guard)	8,000			
Estimated Total Appropriation Requirement	7,732,000			
Future Non-Fed Reimbursement	758,000			
Estimated Federal Cost (Ultimate) (COE)	6,974,000			
Estimated Non-Fed Cost	1,716,000			
Cash Contributions	858,000			
Other	100,000			
Reimbursement	758,000			
Total Estimated Project	8,690,000			

APPROPRIATION TITLE: Construction General, Fiscal Year 2005
SUMMARIZED FINANCIAL DATA (cont'd):

		Accmltd % est. FED cost	PHYSICAL DATA	Northern	Southern
Allocations to 30 September 2003	5,624,000		Breakwater length	940	1,120
Conference Allowance for FY 2004	0		Entrance Channel		
Allocations for FY 2004	100,000	1/	Width (ft)	150	
Allocations thru 2004	5,724,000	74	Depth (ft)	-19.5	
Allocations requested for FY 2005	2,000,000	100	Mooring Area		
Programmed Balance to Complete after FY 2005	0		Total Area MLLW Depth (ft)	-12 to -16.5	
Unprogrammed Balance to Complete after 2005	0		Acres	9.0	

1/ Reflects $100,000 reprogrammed into the project.

JUSTIFICATION: The city of Chignik is situated on the south shore of Alaska Peninsula in Southwestern Alaska. It is an active and growing island port whose economy is heavily dependent on commercial fishing. The local fleet presently anchors in the ice free, but inadequately protected harbor or ties up at the exposed city dock. At present boats are subject to overcrowding and hazardous mooring conditions between fishing periods. The anchorage is exposed to all storms from the southeast clockwise to the northwest. The violent southeast and northwest storms often damage and sometimes destroy boats by forcing them ashore or on the exposed rock reefs at low tides. The proposed project would provide a protected harbor, which would produce benefits in the form of reduced boat damage, increased fish harvest, and a harbor of refuge. The average annual navigation benefits attributable to the project are currently estimated at $1,695,400.

FISCAL YEAR 2005: The requested amount of $2,000,000 will be applied as follows:

Complete Breakwaters and Seawalls	1,800,000
Complete Engineering and Design	20,000
Complete Construction Management	180,000
Total	2,000,000

APPROPRIATION TITLE: Construction General, Fiscal Year 2005

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below.

	Payments during construction and reimbursements ($)	Annual operation, maintenance, and replacement costs ($)
Requirements of Local Cooperation Reimbursements Costs		
Provide lands, easements, rights of way, and borrow and excavated or dredged material disposal areas.	100,000	
Pay 10 percent of the costs allocated to deep draft navigation during construction.	858,000	
Pay 25 percent of the costs allocated to general navigation features during construction.	0	
Reimburse an additional 10 percent of the costs of general navigation features allocated to commercial navigation within a period of 30 years following completion of construction is partially reduced by a credit allowed for the value of lands, easements, rights of way, relocations. and dredged or excavated material disposal areas provided for commercial navigation.	758,000	
Local Service Facilities		
Total Non-Federal Costs	1,716,000	0

The non-Federal sponsor has also agreed to make all required payments concurrently with project construction and reimburse its share of construction costs over a period not to exceed thirty years.

STATUS OF LOCAL COOPERATION: The City Council of Chignik, Alaska, has agreed to meet all requirements of local cooperation. The Project Cooperation Agreement was signed on 18 August 2000.

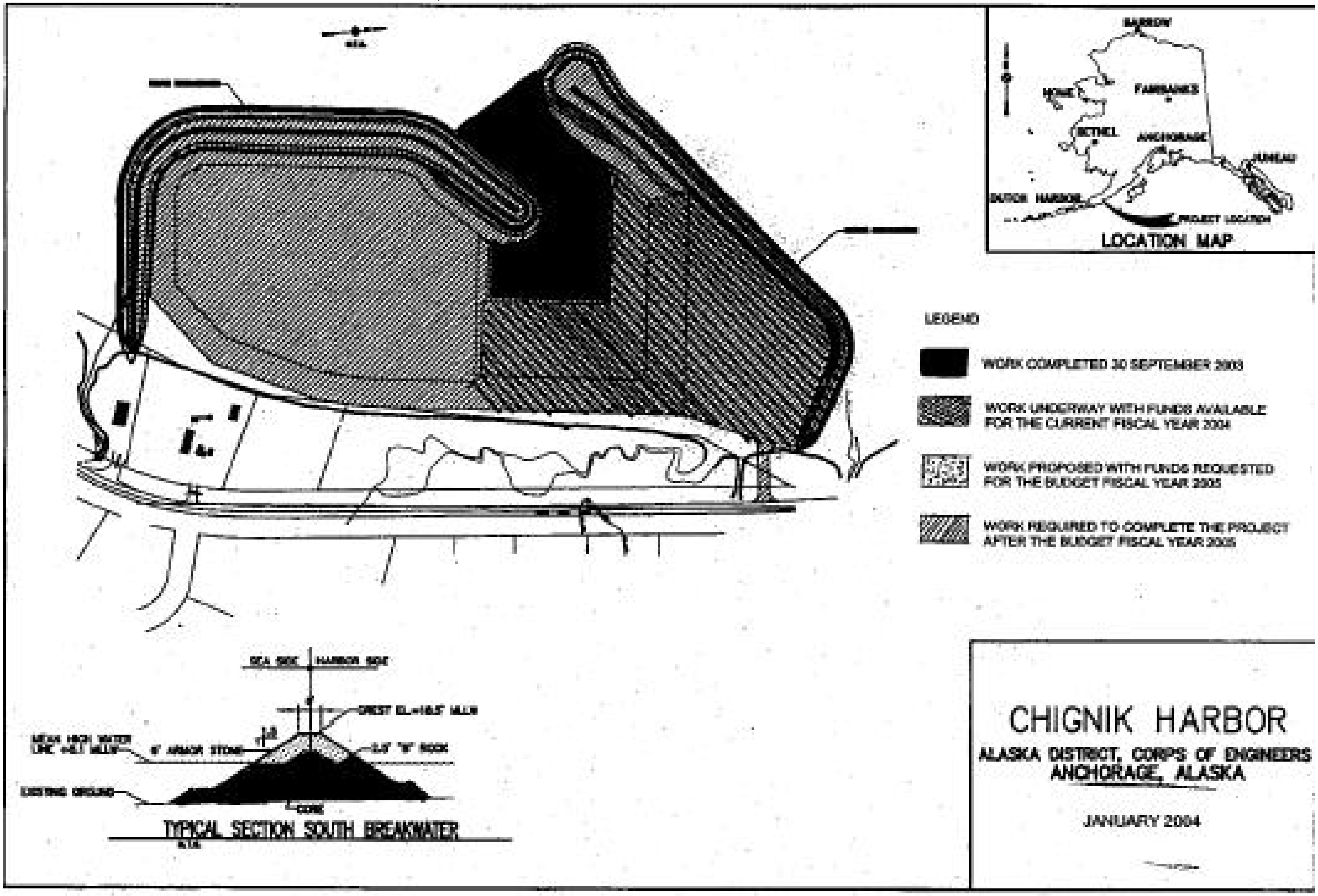
COMPARISON OF FEDERAL COST ESTIMATE: The current Federal (Corps of Engineers) Cost Estimate of $7,724,000 is an increase of $452,000 over the last estimate ($ 7,272,000) presented to Congress in 2002.

Item	Amount ($)
Price Escalation on Construction Features	452,000
Total	452,000

APPROPRIATION TITLE: Construction General, Fiscal Year 2005

STATUS OF ENVIRONMENTAL IMPACT STATEMENT AND COMPLIANCE WITH CLEAN WATER ACT:The final supplemental environmental impact statement was submitted to EPA in March 1996. The provisions of Section 404 of the Clean Water Act were met with the submission of the EIS including a Section 404 (b)(1) evaluation to Congress in July 1996.

OTHER INFORMATION: Initial planning funds (PED) were received in FY 1996 and construction funds in FY 1998. The scheduled completion date is a slippage from the latest presented to Congress due to changed conditions at the construction site.


BARROW
NOME
FAIRBANKS
BETHEL
ANCHORAGE
JUNEAU
DUTCH HARBOR
PROJECT LOCATION
LOCATION MAP
LEGEND
WORK COMPLETED 30 SEPTEMBER 2003
WORK UNDERWAY WITH FUNDS AVAILABLE FOR THE CURRENT FISCAL YEAR 2004
WORK PROPOSED WITH FUNDS REQUESTED FOR THE BUDGET FISCAL YEAR 2005
WORK REQUIRED TO COMPLETE THE PROJECT AFTER THE BUDGET FISCAL YEAR 2005
SEA SIDE
HARBOR SIDE
ARMOR STONE
EXISTING GROUND
CORE
TYPICAL SECTION SOUTH BREAKWATER
CHIGNIK HARBOR
ALASKA DISTRICT, CORPS OF ENGINEERS
ANCHORAGE, ALASKA
JANUARY 2004

APPROPRIATION TITLE: Construction General, Fiscal Year 2005

APPROPRIATION TITLE: Construction, General - Navigation - Channels and Harbors

PROJECT: Nome Harbor, Alaska (Continuing)

LOCATION: Nome is located on the southern coast of the Seward Peninsula in western Alaska. The city is approximately 863 km northwest of Anchorage and is the transport and commerce center for Northwest Alaska.

DESCRIPTION: The project consists of a new 1,070 meter-long entrance channel protected by a 910-meter long rubblemound breakwater and sediment collection basins. Extension of an existing causeway bridge to widen the tidal gap was added as a General Navigation Feature. The harbor would provide protected moorage for the existing 170 vessels as well as a fleet of 40 barges and transshipment vessels providing cargo service to the region.

AUTHORIZATION: Water Resource Development Act of 1999 as modified by PL 107-66, Energy and Water Development Appropriation for FY 2002

REMAINING BENEFIT-REMAINING COST RATIO: 1.7 to 1.0 at 6-7/8 percent.

TOTAL BENEFIT-COST RATIO: The current benefit to cost ratio is 1.6 to 1.0 at 6-7/8 percent.

INITIAL BENEFIT-COST RATIO: 1.6 to 1.0 at 6-7/8 percent (FY 2001).

BASIS OF BENEFIT-COST RATIO: Chief of Engineers Report of 8 June 1999 and an amendment on 2 August 1999 at October 1998 price levels.

SUMMARIZED FINANCIAL DATA:

			STATUS (1 January 04)	% Complete	Completion Schedule
Estimated Appropriation Requirement (COE)		$40,000,000	Entire Project	3%	To Be Determined
Estimated Appropriation Requirement (U.S. Coast Guard)		10,000			
Estimated Total Appropriation Requirement		40,010,000			
Future Non-Fed Reimbursement		0			
Estimated Federal Cost (Ultimate) (COE)		40,010,000			
Estimated Non-Fed Cost		6,225,000			
Cash Contributions	4,600,000				
Other	1,625,000				
Reimbursement	0				
Total Estimated Project		46,235,000			

APPROPRIATION TITLE: Construction General, Fiscal Year 2005

		Accmltd % est. FED cost	PHYSICAL DATA	Main	Detached
Allocations to 30 September 2003	1,249,000	3%	Breakwater length		
Conference Allowance for FY 2004	6,000,000		Entrance Channel		
Allocations for FY 2004	8,000,000	1/	Width (m)	45.7 to 107	
Allocations thru 2004	9,249,000	24%	Depth (m)	-3 to –6.7	
Allocations requested for FY 2005	20,000,000		Sediment bypass system (depth)	-6.7	
Programmed Balance to Complete after FY 2005	10,751,000		Dock approach channel (depth)	-6.7	
Unrogrammed Balance to Complete after FY 2005	0				

1/ Reflects $1,327,000 assigned as savings and slippage, $36,000 assgned for the rescission, and $3,363,000 reprogrammed into the project

JUSTIFICATION: Nome, located on the Seward Peninsula in western Alaska, is a major transshipment point for Northwestern Alaska communities and is also developing a commercial crab and halibut fishery. Even under moderate seas, treacherous conditions can exist within the channel and entrance area due to the highly reflective sheet-pile lined channel, poor jetty configuration and inadequate channel depths. Barges and other vessels using the entrance area incur extensive damage when wave action causes them to impact the sheet-pile walls. Vessel impacts into the sheet pile have in turn necessitated millions of dollars worth of repairs approximately every decade. High dredging maintenance costs and potential toxic sediment disposal problems also exist with the existing project.

FISCAL YEAR 2005: The requested amount of $20,000,000 will be applied as follows:

Continue Breakwaters and Seawalls	18,800,000
Continue Engineering and Design	50,000
Continue Construction Management	1,150,000
Total	20,000,000

APPROPRIATION TITLE: Construction General, Fiscal Year 2005

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below.

	Payments during construction and reimbursements ($)	Annual operation, maintenance, and replacement costs ($)
Requirements of Local Cooperation Reimbursements Costs		
Provide lands, easements, rights of way, and borrow and excavated or dredged material disposal areas.	1,625,000	
Pay 14 percent of the costs allocated to deep draft navigation features during construction reduced by a credit allowed for the value of lands, easements, rights of way, relocations. and dredged or excavated material disposal areas provided for commercial navigation	4,600,000	
Reimburse an additional 10 percent of the costs of general navigation features allocated to commercial navigation within a period of 30 years following completion of construction is partially reduced by a credit allowed for the value of lands, easements, rights of way, relocations. and dredged or excavated material disposal areas provided for commercial navigation.	0	
Total Non-Federal Costs	6,225,000	0

The non-Federal sponsor has also agreed to make all required payments concurrently with project construction and reimburse its share of construction costs over a period not to exceed thirty years.

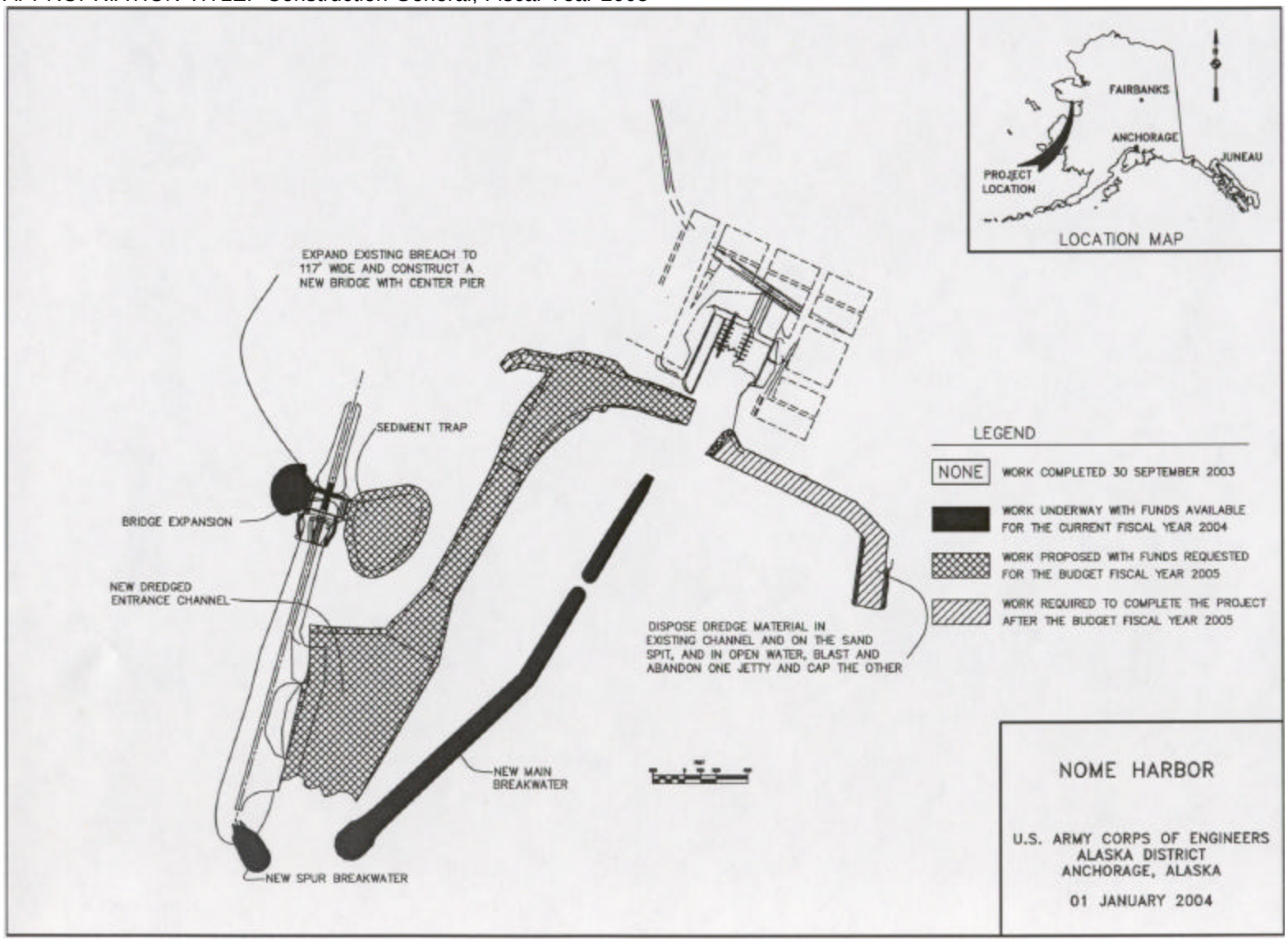
STATUS OF LOCAL COOPERATION: The City Council of Nome, Alaska, has agreed to meet all requirements of local cooperation. The Project Cooperation Agreement was executed on the 28th of May 2002.

COMPARISON OF FEDERAL COST ESTIMATE: The current Federal (Corps of Engineers) Cost Estimate of $40,000,000 is an increase of $5,500,000 over the last estimate ($34,500,000) presented to Congress in (FY 2004).

Item	Amount
Price Escalation on Construction Features	$ 4,500,000
Reflects revised cost sharing	$ 1,000,000
Total	$ 5,500,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT AND COMPLIANCE WITH CLEAN WATER ACT: The FONSI was signed on 30 June 1998. The provisions of Section 404 of the Clean Water Act were met with the submission of the EIS including a Section 404 (b)(1) evaluation to Congress in June 1998.

OTHER INFORMATION: Initial planning funds (PED) were received in FY 1999 and initial construction funds in FY 2001. Local service facilities estimated to cost $317,000 are also required for the project.


FAIRBANKS
ANCHORAGE
JUNEAU
PROJECT LOCATION
LOCATION MAP
EXPAND EXISTING BREACH TO 117' WIDE AND CONSTRUCT A NEW BRIDGE WITH CENTER PIER
SEDIMENT TRAP
BRIDGE EXPANSION
NEW DREDGED ENTRANCE CHANNEL
NEW MAIN BREAKWATER
NEW SPUR BREAKWATER
DISPOSE DREDGE MATERIAL IN EXISTING CHANNEL AND ON THE SAND SPIT, AND IN OPEN WATER, BLAST AND ABANDON ONE JETTY AND CAP THE OTHER
LEGEND
NONE
WORK COMPLETED 30 SEPTEMBER 2003
WORK UNDERWAY WITH FUNDS AVAILABLE FOR THE CURRENT FISCAL YEAR 2004
WORK PROPOSED WITH FUNDS REQUESTED FOR THE BUDGET FISCAL YEAR 2005
WORK REQUIRED TO COMPLETE THE PROJECT AFTER THE BUDGET FISCAL YEAR 2005
NOME HARBOR
U.S. ARMY CORPS OF ENGINEERS
ALASKA DISTRICT
ANCHORAGE, ALASKA
01 JANUARY 2004

APPROPRIATION TITLE: Construction General, Fiscal Year 2005

APPROPRIATION TITLE: Construction, General - Navigation - Channels and Harbors

PROJECT: Saint Paul Harbor, Alaska (Continuing)

LOCATION: Saint Paul is the northernmost of the Pribilof Islands, located in the southeastern Bering Sea approximately 800 air miles west southwest of Anchorage.

DESCRIPTION: The project consists of a dredged entrance channel at -32 feet MLLW, a maneuvering basin at -29 feet MLLW, a spending beach on the lee side of the existing detached breakwater, three offshore reefs parallel to the existing main breakwater, an environmental restoration feature to increase the flow of water into the Salt Lagoon and a small boat harbor with an entrance channel and maneuvering area dredged to a 20-foot depth and a small breakwater. The harbor improvements will accommodate increased boat and ship traffic and reduce damage to facilities and vessels from storm waves overtopping the existing main breakwater.

AUTHORIZATION: Water Resource Development Act of 1996 as modified by Section 303 of the Water Resources Development Act of 1999

REMAINING BENEFIT-REMAINING COST RATIO: 1.5 to 1.0 at 7-1/8 percent.

TOTAL BENEFIT-COST RATIO: The current benefit to cost ratio is 1.7 to 1.0 at 7-1/8 percent.

INITIAL BENEFIT-COST RATIO: 1.7 to 1.0 at 7-3/8 percent (FY 1998).

BASIS OF BENEFIT-COST RATIO: Chief of Engineers Report of 23 December 1996 at October 1996 price levels.

SUMMARIZED FINANCIAL DATA:

			STATUS (1 January 04)	Percent Complete	Completion Schedule
Estimated Appropriation Requirement (CofE)		$ 52,200,000	Entire Project		
Estimated Appropriation Requirement (U.S. Coast Guard)		10,000		40%	To be Determined
Estimated Total Appropriation Requirement		52,210,000			
Future Non-Fed Reimbursement		5,800,000			
Estimated Federal Cost (Ultimate) (CofE)		46,410,000			
Estimated Non-Fed Cost		11,600,000			
Cash Contributions	$ 5,745,000				
Other	55,000				
Reimbursement	5,800,000				
Total Estimated Project		$58,010,000			

APPROPRIATION TITLE: Construction General, Fiscal Year 2005

		ACCUMULATED % OF EST COST	PHYSICAL DATA	Main	Detached
Allocations to 30 September 2003	$19,762,000	39%			
Conference Allowance for FY 2004	3,826,000		Breakwater Length (ft)	1,800	970
Allocations for FY 2004	12,000,000	1/	Entrance Channel		
Allocations thru 2004	31,762,000	62%	Width (ft)	150	
Allocations requested for FY 2005	13,000,000		Depth (ft)	-32	
			Offshore Reefs		
			Length (ft)	1,250	
Programmed Balance to Complete after FY 2005	7,438,000		Crest Elevation (ft)	-12	
			Maneuvering Basin		
Unprogrammed Balance to Complete after 2005	0		Total Area MLLW Depth	-29	
			Acres	11.0	

1/ Reflects $847,000 assigned as savings and slippage, $23,000 assigned as rescission, and $9,044,000 reprogrammed into the project

JUSTIFICATION: The city of Saint Paul is situated on the southwestern end of Saint Paul Island in the eastern Bering Sea. It is an active and growing island port whose economy is heavily dependent on commercial fishing. Storm waves overtopping and transmitting through the main breakwater create hazardous conditions and damage vessels and facilities in a harbor which serves a fishing fleet 3 times greater than that for which it was designed. The maneuvering area is inadequate for the increased numbers of vessels that are much larger than the original design vessel and harbor operations have changed significantly since initial construction. The proposed improvements would provide reduction in storm wave damages, increased efficiencies in harbor operations, and increased economies in transporting processed product. The average annual navigation benefits attributable to the project are currently estimated at $2,613,000.

FISCAL YEAR 2005: The requested amount of $13,000,000 will be applied as follows:

Continue Channels and Canals	12,000,000
Continue Engineering and Design	100,000
Continue Construction Management	900,000
Total	$ 13,000,000

APPROPRIATION TITLE: Construction General, Fiscal Year 2005

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below.

	Payments During During Construction and reimbursements ($)	Annual Operation, Maintenance, and Replacement costs ($)
Requirements of Local Cooperation Provide lands, easements, rights of way, and borrow and excavated or dredged material disposal areas.	$ 55,000	
Pay 10 percent of the costs allocated to general navigation features during construction.	$5,800,000	
Pay 25 percent of the costs allocated to general navigation features during construction limited to $6,697,000.	$ 0	
Reimburse an additional 10 percent of the costs of general navigation features allocated to commercial navigation within a period of 30 years following completion of construction is partially reduced by a credit allowed for the value of lands, easements, rights of way, relocations, and dredged or excavated material disposal areas provided for commercial navigation.	$ 5,745,000	
Total Non-Federal Costs	$ 11,600,000	$ 0

The non-Federal sponsor has also agreed to make all required payments concurrently with project construction and reimburse its share of construction costs over a period not to exceed thirty years.

STATUS OF LOCAL COOPERATION: The City Council of St Paul, Alaska, has agreed to meet all requirements of local cooperation. The Project Cooperation Agreement was signed in November 1998. A modification to the Project Cooperation Agreement will be executed in October 2004 to include the revised cost sharing provided in the Consolidated Appropriations Resolution, 2003 PL 108-7.

APPROPRIATION TITLE: Construction General, Fiscal Year 2005

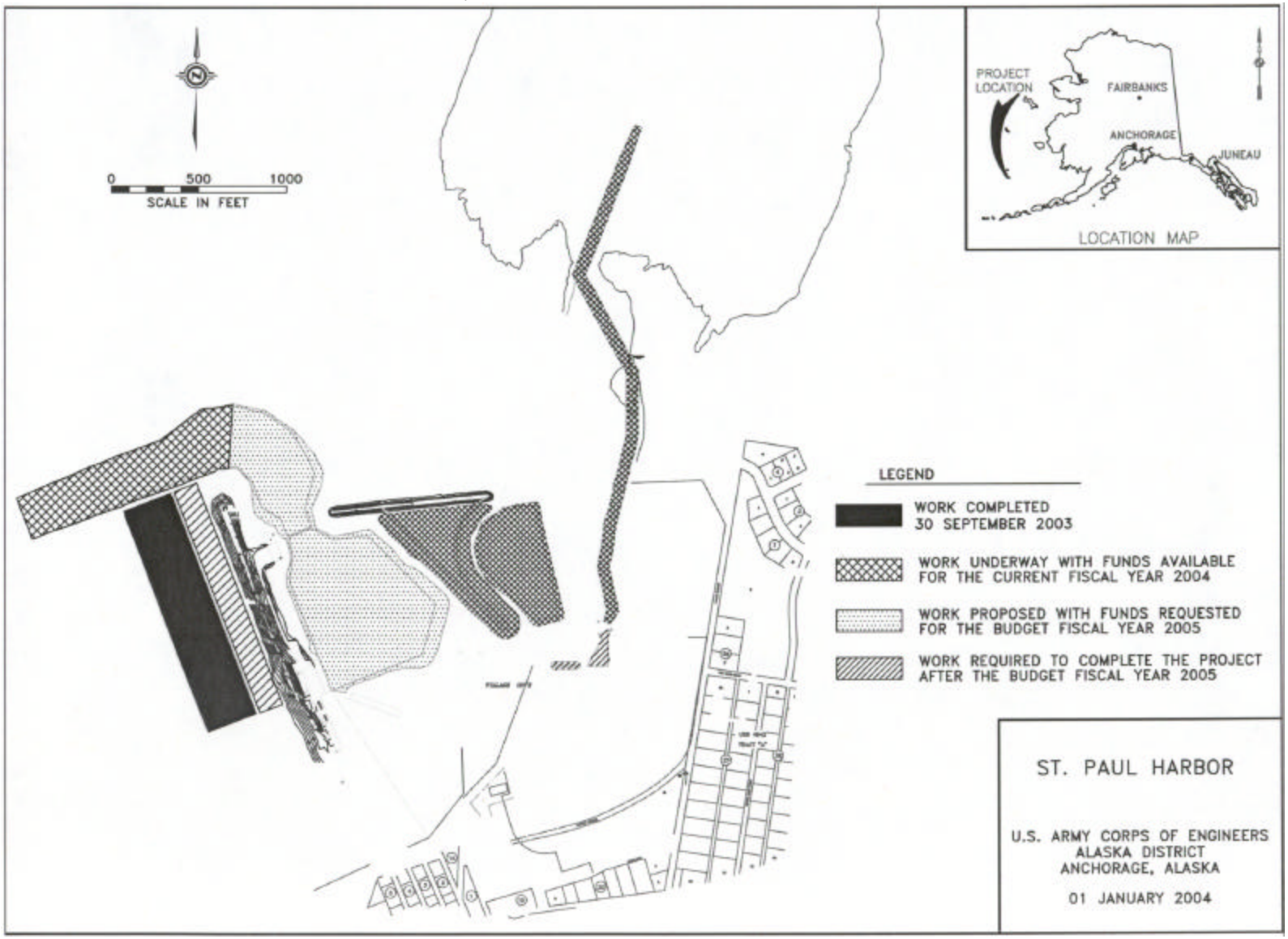
COMPARISON OF FEDERAL COST ESTIMATE: The current Federal (Corps of Engineers) Cost Estimate of $52,200,000 is an increase of $1,642,000 over the last estimate ($50,558,000) presented to Congress (FY 2004).

Item	Amount
Reflects revised cost sharing	$ 1,642,000
Total	$ 1,642,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT AND COMPLIANCE WITH CLEAN WATER ACT: The FONSI was signed on 31 July 1996. The provisions of Section 404 of the Clean Water Act were met with the submission of the EA including a Section 404 (b)(1) evaluation to Congress in July 1996.

OTHER INFORMATION: Initial planning funds (PED) were received in FY 1996 and initial construction funds in FY 1998. Local service facilities estimated to cost $7,145,000 are also required for the project. Project modified to include small boat harbor in WRDA 99 and this separable item will require initial construction funding to construct.

APPROPRIATION TITLE: Construction General, Fiscal Year 2005



APPROPRIATION TITLE: Construction General, Fiscal Year 2005
APPROPRIATION TITLE: Construction, General - Navigation - Channels and Harbors

PROJECT: Sand Point Harbor Improvement, Alaska (New Start)

LOCATION: Sand Point is located in southwest Alaska on the southwest shore of the Alaska Peninsula.

DESCRIPTION: The project consists of a 730-foot rubblemound breakwater and a 550-foot extension to the existing southern breakwater, and dredging an entrance and maneuvering channel. The harbor would provide protected moorage for 37 large commercial fishing vessels ranging in length from 80 to 150 feet.

AUTHORIZATION: Water Resource Development Act of 1999.

REMAINING BENEFIT-REMAINING COST RATIO: 2.0 to 1.0 at 5-7/8 percent.

TOTAL BENEFIT-COST RATIO: The current benefit to cost ratio is 2.0 to 1.0 at 5-7/8 percent.

INITIAL BENEFIT-COST RATIO: 2.0 to 1.0 at 5-7/8 percent (FY 2003).

BASIS OF BENEFIT-COST RATIO: Feasibility Report of April 1998 at October 1997 price levels.

SUMMARIZED FINANCIAL DATA:			STATUS (1 Jan 04)	% Complete	Completion Schedule
Estimated Appropriation Requirement (CofE)		$9,270,000	Entire Project	0	To be determined
Estimated Appropriation Requirement (U.S.C.G.)		8,000			
Estimated Total Appropriation Requirement		$9,278,000			
Future Non-Fed Reimbursement		980,000			
Estimated Federal Cost (Ultimate)		$8,298,000			
Estimated Non-Fed Cost		2,060,000			
Cash Contributions	1,030,000				
Other	50,000				
Reimbursement	980,000				
Total Estimated Project		$10,358,000			

APPROPRIATION TITLE: Construction General, Fiscal Year 2005
SUMMARIZED FINANCIAL DATA CONTINUED:

		Accmltd % est. FED cost	PHYSICAL DATA	Main
Allocations to 30 September 2003	$717,000		Breakwater length(ft)	1,300
Conference Allowance for FY 2004	1,000,000		Entrance Channel	
Allocations for FY 2004	773,000	1/	Width (ft)	120
Allocations thru 2004	1,490,000	4%	Depth (ft)	-18
Allocations requested for FY 2005	1,000,000	17%	Mooring Area	
Programmed Balance to Complete after FY 2005	$6,780,000	100%	Total Area	
			MLLW Depth (ft)	-18
Unprogrammed Balance to Complete after 2005	0		Acres	11.6

1/ Reflects a reduction of $221,000 assigned as savings and slippage and $6,000 assigned as rescission.

JUSTIFICATION: The City of Sand Point is situated on the pacific coast of the Southwestern Alaska Peninsula. It is an active and growing island port whose economy is heavily dependent on commercial fishing. The harbor currently provides protected moorage for 144 vessels less than 80 feet in length but no permanent moorage for vessels larger than 80 feet. In recent years, the transient fleet operating in the Bering Sea/Aleutian Islands area has grown significantly. The proposed project would provide a protected harbor, which would produce benefits in the form of reduced boat damage, increased fish harvest, and a harbor of refuge. The average annual navigation benefits attributable to the project are currently estimated at $862,000.

FISCAL YEAR 2005: The requested amount of $1,000,000 will be applied as follows:

Continue Breakwaters and Seawalls	600,000
Continue Engineering and Design	30,000
Continue Construction Management	370,000
Total	1,000,000

APPROPRIATION TITLE: Construction General, Fiscal Year 2005

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below.

Requirements of Local Cooperation Reimbursements Costs	Payments During Construction and Reimbursements	Annual Operation, Maintenance, and Replacement Costs
Provide lands, easements, rights of way, and borrow and excavated or dredged material disposal areas.	$50,000	
Pay 10 percent of the costs allocated to deep draft navigation during construction.	$1,030,000	
Reimburse an additional 10 percent of the costs of general navigation features allocated to commercial navigation within a period of 30 years following completion of construction is partially reduced by a credit allowed for the value of lands, easements, rights of way, relocations and dredged or excavated material disposal areas provided for commercial navigation.	$980,000	
Total Non-Federal Costs	$2,060,000	$0

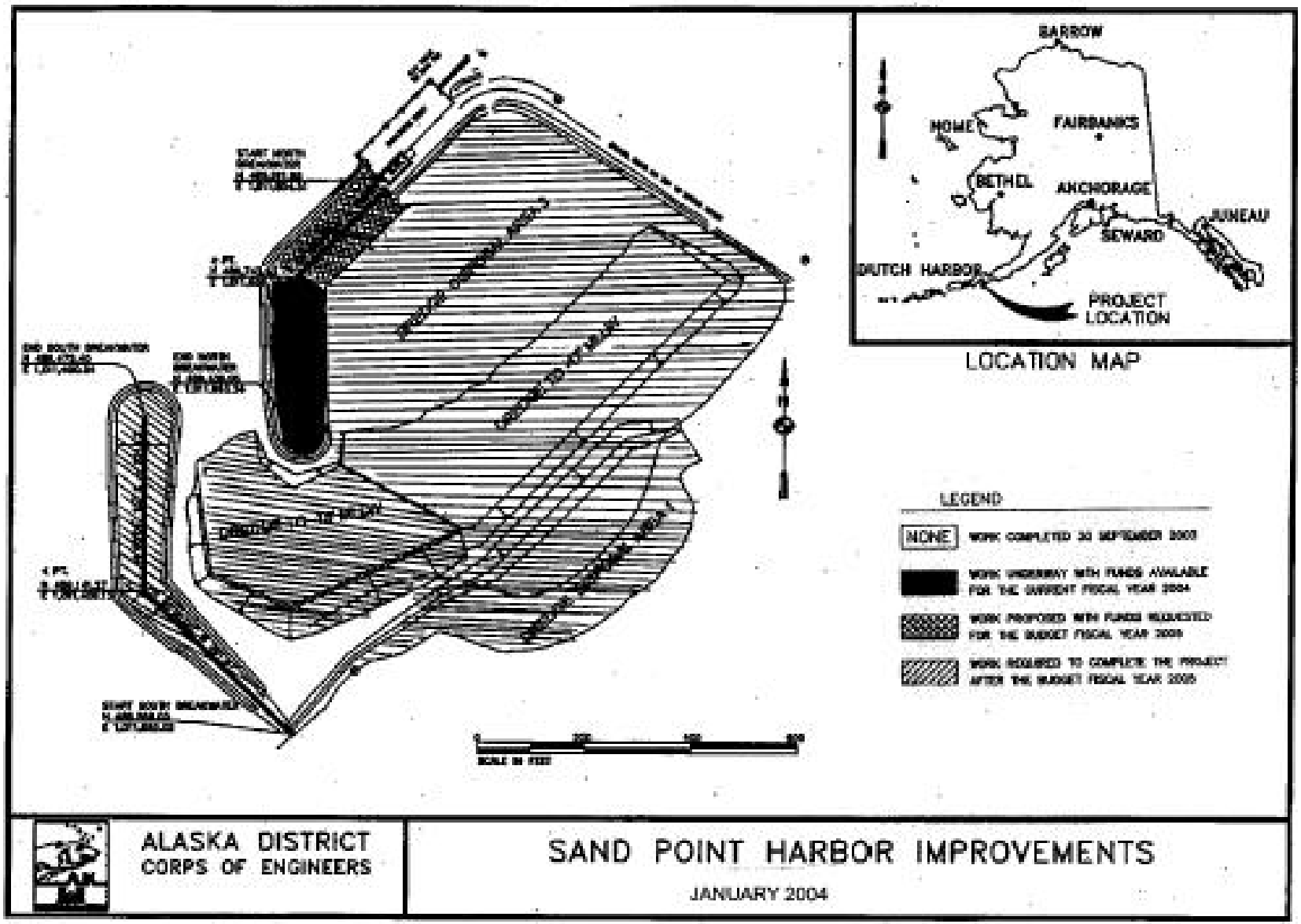
The non-Federal sponsor has also agreed to make all required payments concurrently with project construction and reimburse its share of construction costs over a period not to exceed thirty years.

STATUS OF LOCAL COOPERATION: The Aleutian East Borough, Alaska, has agreed to meet all requirements of local cooperation and a Project Cooperation Agreement. Execution of the Project Cooperation Agreement and award of the construction contract is scheduled in Fiscal Year 2004. The Borough has submitted a financing plan for their portion of the required funds.

COMPARISON OF FEDERAL COST ESTIMATE: The current Federal (Corps of Engineers) Cost Estimate of $9,270,000 is the initial estimate presented to Congress (FY 2004).

STATUS OF ENVIRONMENTAL IMPACT STATEMENT AND COMPLIANCE WITH CLEAN WATER ACT: The environmental assessment was circulated for public review and a Finding of No Significant Impact signed in 1998. The provisions of Section 401 of the Clean Water Act were met with the submission of the EA including a Section 404(b)(1) evaluation to Congress in October 1998. A Certificate of Reasonable Assurance from the State of Alaska water quality program was received in 1998. Alaska Coastal Management program consistency received in 1998. A biological assessment under the Endangered Species Act was prepared in 2000 for the threatened Steller's Eider. A final biological opinion from the US Fish and Wildlife Service was received in October 2002.

OTHER INFORMATION: Funds to initiate preconstruction, engineering and design were appropriated in FY 1998 and initial construction funds in FY 2003. Local service facilities estimated to cost $2,479,000 are also required for the project.


BARROW
NOME
FAIRBANKS
BETHEL
ANCHORAGE
JUNEAU
SEWARD
DUTCH HARBOR
PROJECT LOCATION
LOCATION MAP
LEGEND
NONE
ALASKA DISTRICT
CORPS OF ENGINEERS
SAND POINT HARBOR IMPROVEMENTS
JANUARY 2004

APPROPRIATION TITLE: Construction General, Fiscal Year 2005
APPROPRIATION TITLE: Construction, General - Channels and Harbors (Navigation)

PROJECT: Kikiaola Small Boat Harbor, Kauai, Hawaii (Continuing)

LOCATION: Kikiaola Harbor is located on the southwest coast of the island of Kauai, approximately 1 mile southeast of Kekaha and approximately 2 miles west of Waimea.

DESCRIPTION: The recommended plan consists of improvements to an existing State-owned facility initially constructed by the State of Hawaii in 1959. The plan includes removal of 150 feet from an existing outer east stub breakwater, removal and reconstruction of an 85-foot long inner east stub breakwater, modification of 220 feet of the existing west breakwater, modification of 820 feet of the existing east breakwater, dredging a new 700-foot long entrance channel to a depth of 11 feet and varying in width from 105 to 205 feet and a 320-foot long access channel to a depth of 7 feet and varying in width from 70 to 105 feet. The plan of improvements will allow berthing for 45 vessels.

AUTHORIZATION: Section 101 of the Rivers and Harbors Act of 1968 (Public Law 90-483).

REMAINING BENEFIT-REMAINING COST RATIO: 3.3 to 1 at 3-1/4 percent.

INITIAL BENEFIT-COST RATIO: 2.7 TO 1 at 3-1/4 percent.

TOTAL BENEFIT-COST RATIO: 2.4 to 1 at 3-1/4 percent.

BASIS OF BENEFIT-COST RATIO: Benefits are based on a General Reevaluation Report approved in December 1998 at October 1997 price levels.

SUMMARIZED FINANCIAL DATA		STATUS (1 JAN 2004)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Appropriation Requirement (CofE)	$6,628,000	Entire Project	0	To be determined
Estimated Appropriation Requirement (USCG)	35,000			
Estimated Total Appropriation Requirement	$6,663,000			
Future Non-Federal Reimbursement	635,000			
Estimated Federal Cost (Ultimate)	$6,028,000			

APPROPRIATION TITLE: Construction General, Fiscal Year 2005

SUMMARIZED FINANCIAL DATA (Continued)

Estimated Non-Federal Cost		$1,472,000		
Cash Contributions	$ 736,000			
Other Costs	101,000			
Reimbursements	$ 635,000			
Total Estimated Project Cost		$7,500,000		
			ACCUM PCT OF EST FED COST	
Allocations to 30 September 2003		$1,560,000		
Conference Allowance for FY 2004		3,633,000		
Allocation for FY 2004		249,000	1/	
Allocations through FY 2004		1,809,000	27	
Allocation Requested for FY 2005		2,500,000	65	
Programmed Balance to Complete after FY 2005		2,319,000		
Unprogrammed Balance to Complete after FY 2005		0		

PHYSICAL DATA

Entrance Channel:
- Length - 700 feet
- Width - 105 to 205 feet
- Depth - 11 feet

Modified Breakwater:
- Length - 1,040 feet

New Breakwater:
- Length - 85 feet

Access Channel:
- Length - 320 feet
- Width - 70 to 105 feet
- Depth - 7 feet

1/ Reflects reductions of $804,000 assigned as savings and slippage; $22,000 for rescission and $2,558,000 to be reprogrammed.

JUSTIFICATION: Vessels entering and leaving the existing State owned facility at Kikiaola Harbor continue to experience hazardous navigation conditions. The navigation problems at Kikiaola Harbor are directly attributed to the shallow depths in the entrance channel resulting in steep wave fronts and breaking wave conditions. In the past, numerous boats have sustained damages from the shallow depths and surge within the basin and channel. A recent survey of registered boaters on the island of Kauai revealed that about 35 percent of the respondents sustained damages averaging about $700 per incident to their vessels at Kikiaola Harbor. The conditions at Kikiaola Harbor are also responsible for the present frequency of usage of the harbor. Despite its proximity to productive fishing grounds and its strategic location for commercial passenger boat operators, Kikiaola Harbor is underutilized. The proposed modifications to existing protective structures and dredging of a deeper and wider entrance and access channels will reduce surge and wave actions within the channel and basin. Survey responses show that the proposed plan of improvements will attract commercial fishermen and commercial passenger boat operators and result in increased usage of the harbor. These users will launch an estimated 1,500 additional boat trips a year from the modified harbor. The harbor, when fully developed, will have a berthing area of 4.5 acre with a maximum capacity of 45 vessels and provide a safe transit and haven for all vessels. The average annual navigational benefits attributable to the project are currently estimated at $631,000.

APPROPRIATION TITLE: Construction General, Fiscal Year 2005
FISCAL YEAR 2005: The requested amount will be applied as follows:

Breakwater and Harbor Construction	$2,193,000
Engineering and Design	57,000
Construction Management	250,000
Total	$2,500,000

NON-FEDERAL COSTS: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below:

Requirements of Local Cooperation	Payments During Construction And Reimbursements	Annual Operation, Maintenance, and Replacement Costs
Provide lands, easements, rights-of-way, and dredged material disposal areas.	$ 101,000	
Pay 10 percent of the costs allocated to general navigation facilities during construction.	736,000	
Reimburse an additional 10 percent of the costs of general navigation features allocated to commercial navigation within a period of 30 years following completion of construction, as partially reduced by a credit allowed for the value of lands, easements, rights-of-way, relocations, and dredged or excavated material disposal areas provided for commercial navigation.	635,000	
Total Non-Federal Costs	$1,472,000	$18,000

The non-Federal sponsor has agreed to make all required payments concurrently with project construction and reimburse its share of construction costs over a period of 30 years following completion of construction.

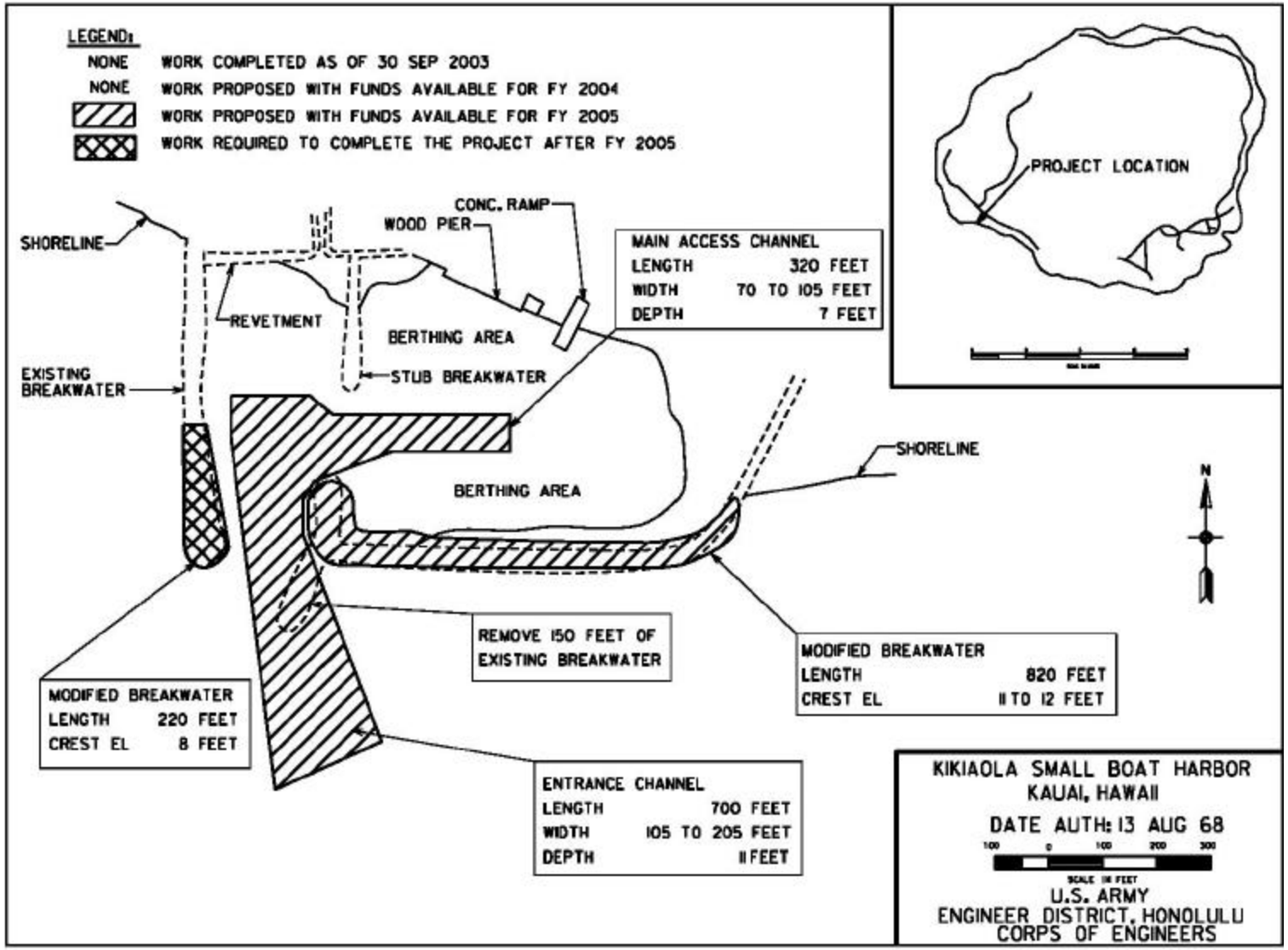
STATUS OF LOCAL COOPERATION: The non-Federal sponsor is the State of Hawaii. In July 2003, the State Department of Land and Natural Resources reaffirmed their willingness to share the total cost of project implementation. Execution of the Project Cooperation Agreement and award of the construction contract is scheduled in Fiscal Year 2004.

APPROPRIATION TITLE: Construction General, Fiscal Year 2005
COMPARISON OF FEDERAL COST ESTIMATE: The current Federal (Corps of Engineers) cost estimate of $6,628,000 is an increase of $539,000 from the latest estimate ($6,089,000) presented to Congress (FY 2003) is attributed to price escalation on construction features.

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: An Environmental Assessment/Finding of No Significant Impact was signed on 3 June 1998.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in FY 1994. The General Reevaluation Report was approved by HQUSACE in December 1998. A Limited Reevaluation Report to update the project economics was completed in October 2003.

APPROPRIATION TITLE: Construction General, Fiscal Year 2005



APPROPRIATION TITLE: Construction General, Fiscal Year 2005
CONSTRUCTION GENERAL - Local Protection (Flood Control) - The amount of $500,000 is requested in FY 2005 for one flood control project.

PROJECT: Iao Stream Flood Control Project, Maui, Hawaii (Continuing Deficiency Correction)

LOCATION: The project is located in Wailuku, Maui County, Hawaii.

DESCRIPTION: Project consists of deficiency correction by structural modifications to correct erosion problems associated with the federally constructed single purpose Iao Stream Flood Control Project completed in May 1981.

AUTHORIZATION: Section 203 of the Flood Control Act of 1968 (PL 90-483).

REMAINING BENEFIT-REMAINING COST RATIO: 1.5 to 1 at 5-7/8 percent (Deficiency Correction Only).

TOTAL BENEFIT-COST RATIO: 1.3 to 1 at 5-7/8 percent (Deficiency Correction Only).

INITIAL BENEFIT-COST RATIO: 1.4 to 1 at 6-1/8 percent (1977)

BASIS OF BENEFIT-COST RATIO: Benefits are based on a Modifications to Completed Project Report dated March 1995 at October 1994 price levels.

SUMMARIZED FINANCIAL DATA		
Original Project		
Actual Federal Cost		$12,285,000
Actual Non-Federal Cost		274,262
Other Costs	$274,262	
Total Original Project Cost		$12,559,262
Remedial Work		
Estimated Federal Cost		$14,825,000
Estimated Non-Federal Cost		7,982,000
Cash Contributions	$7,782,000	
Other Costs	200,000	
Total Estimated Remedial Cost		$22,807,000
Total Estimated Project Cost		$35,366,262

	STATUS (1 JAN 2004)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Original Project	Original Project	100	May 1981
	Remedial Work	0	To be determined

PHYSICAL DATA	
Concrete Channel Lining	7,000 ft.

APPROPRIATION TITLE: Construction General, Fiscal Year 2005
SUMMARIZED FINANCIAL DATA (Continued)

		ACCUM PCT OF EST FED COST
Allocations to 30 September 2003	$14,357,000 1/	
Conference Allowance for FY 2004	175,000	
Allocation for FY 2004	135,000 2/	
Allocations through FY 2004	14,492,000	54
Allocation Requested for FY 2005	500,000	55
Programmed Balance to Complete after FY 2005	12,118,000	
Unprogrammed Balance to Complete after FY 2005	0	

1/ Reflects $12,285,000 allocated to original project.
2/ Reflects reductions of $39,000 assigned as savings and slippage and $1,000 for rescission.

JUSTIFICATION: The Iao Stream Flood Control Project was designed to protect the town of Wailuku from destructive floods by channelizing the high velocity floodwaters into the Pacific Ocean. The project was designed for a standard project flood protection with a peak design discharge of 27,500 cfs. The completed project consists of a debris basin located 2.5 miles upstream from the stream mouth, channel improvements extending 3,500 feet downstream from the debris basin, levees along the right bank and floodplain management along the left bank for the next 6,950 feet of natural stream, and stream realignment with channel improvements for a reach of 1,730 feet which extends to the downstream limit of the project located near the shoreline. Storms occurring in March 1990 which approximated the 10-year flood event (6,000 cfs), caused extensive erosion to the toes of the levee system. Under existing damaged conditions, the occurrence of the design discharge will result in failure of the levee system and extensive flooding. To correct this problem and to eliminate levee failure, protective works are required to prevent damages to adjacent floodplain property and to preserve the integrity of the existing structures. The proposed measure in the Modification to Completed Project Report dated 28 March 1995 consists of replacement of the levee reaches of the project with a 7,000 ft. concrete channel. A physical model of the existing drop structure determined that there are no technical deficiencies with the drop structure as previously suspected. However, concrete baffle blocks will be installed within the existing channel just downstream of the drop structure to distribute the flow evenly and reduce velocity as the floodwater enter the proposed modifications. Annual benefits for flood damage reduction are $1,450,000.

FISCAL YEAR 2005: The requested amount of $500,000 will be used for Engineering and Design.

APPROPRIATION TITLE: Construction General, Fiscal Year 2005
NON-FEDERAL COSTS: In accordance with the cost sharing and financing concepts reflected by Section 103 in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below:

	Payments During Construction And Reimbursements	Annual Operation Maintenance Repair, Rehabilitation and Replacement Costs
Requirements of Local Cooperation		
Provide lands, easements, rights-of-way, and disposal areas.	$200,000	
Pay 25 percent of the costs allocated to flood control to bring the total non-Federal share of flood control costs to 25 percent and bear all costs of operation, maintenance, and replacement of flood control facilities.	7,782,000	$180,000
Total Non-Federal Costs	$7,982,000	$180,000

The non-Federal sponsor has also agreed to make all required payments concurrently with project construction.

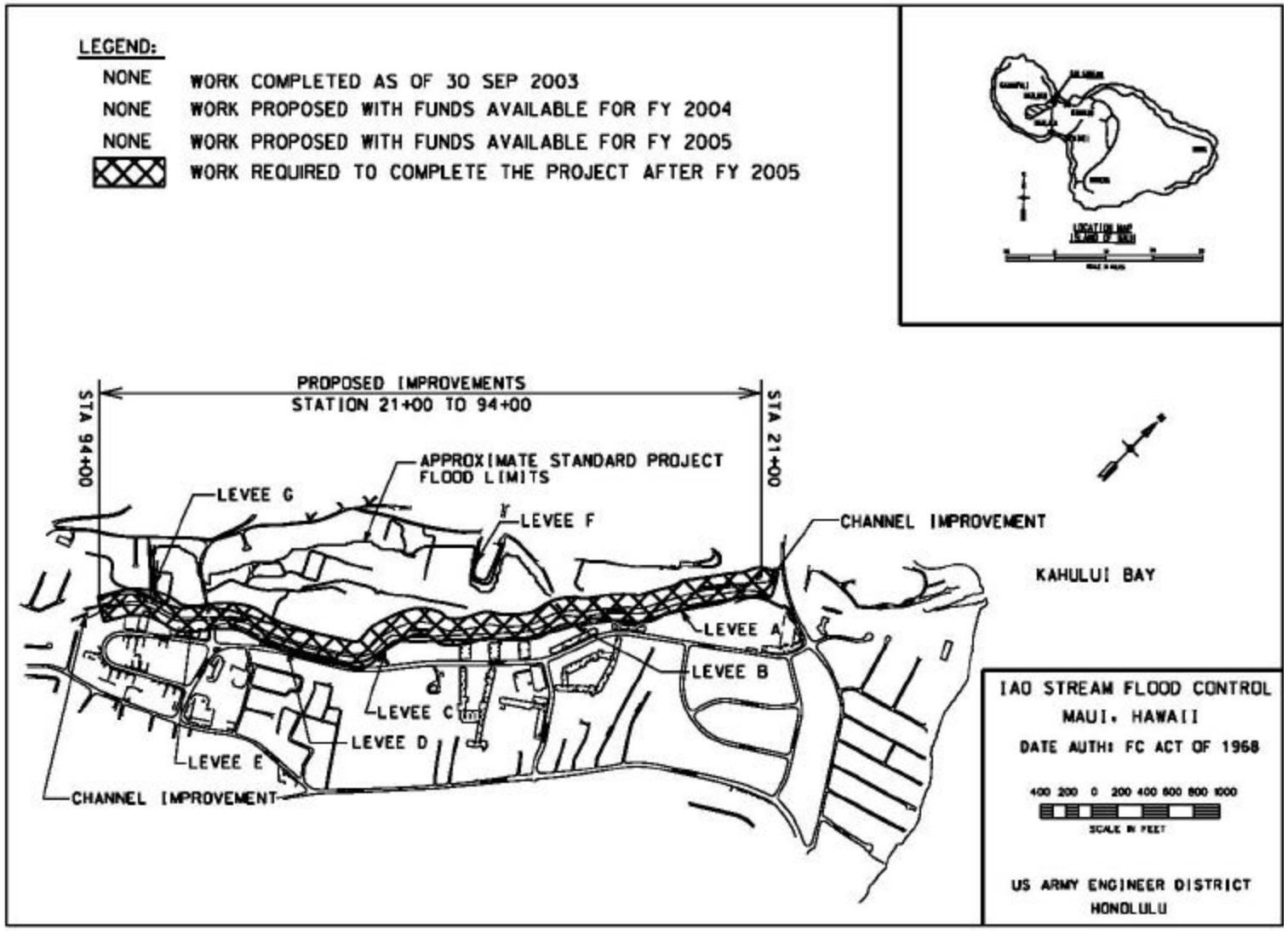
STATUS OF LOCAL COOPERATION: The existing operating project was completed in May 1981 and has been properly maintained by the County of Maui, the local sponsor. The local sponsor supports the project and is willing and capable of furnishing the local cooperation requirements based on a letter dated 14 March 1995 from the Mayor of Maui County.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps of Engineers) cost estimate for deficiency correction of $14,825,000 is a decrease of $2,306,000 from the latest estimate ($17,131,000) presented to Congress (FY 2003). This decrease is attributed to an increase in local sponsor cost-share responsibility from 25 to 35 percent.

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The final EIS for the original project was filed with the Council on Environmental Quality in September 1975. A contract to prepare an environmental assessment was awarded in September 2002 and will be completed in fiscal year 2004.

OTHER INFORMATION: A Modification to Completed Project Report was approved by HQUSACE on 8 December 1995.

APPROPRIATION TITLE: Construction General, Fiscal Year 2005



1. NAVIGATION

a. Channels and Harbors. The program request of $9,713,000 provides for operations and maintenance of channels and harbor projects. Annual requirements are for operation and maintenance of project facilities; and labor, supplies and materials.

State/Project Name	ESTIMATED OBLIGATIONS ($) FY 2004 Total	FY 2005 Total	REASON FOR CHANGE AND MAJOR MAINTENANCE ITEMS Reason for change in Operations and Maintenance from FY 2004 to FY 2005 (Threshold $1,000,000)
Anchorage Harbor	9,765,000	3,154,000	Model Study and Annual dredging Port of Anchorage; Qty increase
Dillingham Small Boat Harbor	905,000	603,000	Complete Dredged Material Management Plan
Homer Harbor	370,000	445,000	
Ninilchik Harbor	239,000	278,000	

State/Project Name	ESTIMATED OBLIGATIONS ($) FY 2004 Total	FY 2005 Total	REASON FOR CHANGE AND MAJOR MAINTENANCE ITEMS Reason for change in Operations and Maintenance from FY 2004 to FY 2005 (Threshold $1,000,000)
1. NAVIGATION (cont'd)			
Nome Harbor	679,000	2,815,000	Sheet pile Repairs/Replacement
Commonwealth of the Northern Mariana Islands			
Rota Harbor	0	200,000	Prepare P&S for maintenance dredging and revetted mole repair
Hawaii			
Barbers Point Harbor, Oahu	162,000	248,000	Increase costs for operational maintenance contracts

State/Project Name	ESTIMATED OBLIGATIONS ($) FY 2004 Total	FY 2005 Total	REASON FOR CHANGE AND MAJOR MAINTENANCE ITEMS Reason for change in Operations and Maintenance from FY 2004 to FY 2005 (Threshold $1,000,000)
1. NAVIGATION (cont'd)			
Laupahoehoe Small Boat Harbor, Hawaii	0	100,000	Prepare P&S for breakwater repair
Pohoiki Bay, Hawaii	0	100,000	Prepare P&S for breakwater repair
Port Allen Harbor, Kauai	83,000	1,770,000	Construction for breakwater repair
TOTAL - NAVIGATION	12,203,000	9,713,000	

State/Project Name	ESTIMATED OBLIGATIONS ($) FY 2004 Total	FY 2005 Total	REASON FOR CHANGE AND MAJOR MAINTENANCE ITEMS Reason for change in Operations and Maintenance from FY 2004 to FY 2005 (Threshold $1,000,000)
2. FLOOD CONTROL			
a. Reservoirs:			
The program request of $1,886,000 provides for the operation and maintenance of one flood control reservoir in Alaska. Annual requirements are for operation and ordinary maintenance of project facilities; labor, supplies, materials, and parts required for daily functions; and periodic maintenance, repairs, and replacements.			
Chena River Lakes	3,256,000	1,886,000	
TOTAL - FLOOD CONTROL	3,256,000	1,886,000	

State/Project Name	ESTIMATED OBLIGATIONS ($) FY 2004 Total (Operations)	FY 2005 Total (Operations)	REASON FOR CHANGE AND MAJOR MAINTENANCE ITEMS Reason for change in Operations and Maintenance from FY 2004 to FY 2005 (Threshold $1,000,000)

b. Channel Improvements, Inspection and Miscellaneous. The program request of $223,000 provides for salaries and the annual inspection of flood control projects, shore protection projects and navigation breakwaters.

Alaska			
Inspection of Completed Works	41,000	43,000	
Hawaii			
Inspection of Completed Works	178,000	180,000	
TOTAL - FLOOD CONTROL	219,000	223,000	

State/Project Name	ESTIMATED OBLIGATIONS ($) FY 2004 Total (Operations)	FY 2005 Total (Operations)	REASON FOR CHANGE AND MAJOR MAINTENANCE ITEMS Reason for change in Operations and Maintenance from FY 2004 to FY 2005 (Threshold $1,000,000)

3. MULTIPLE PURPOSE POWER PROJECTS: None

4. PROTECTION OF NAVIGATION

a. Inspection of Completed Works. The program request of $1,104,000 provides for conducting project condition surveys of harbors where maintenance is not scheduled in the budget year and also to conduct an ocean disposal site study to assess the environmental impact of dredged material disposal.

Alaska		
Project Condition Surveys	533,000	554,000
Hawaii		
Project Condition Surveys	453,000	550,000
TOTAL - PROTECTION OF NAVIGATION	986,000	1,104,000

State/Project Name	ESTIMATED OBLIGATIONS ($) FY 2004 Total (Operations)	FY 2005 Total (Operations)	REASON FOR CHANGE AND MAJOR MAINTENANCE ITEMS Reason for change in Operations and Maintenance from FY 2004 to FY 2005 (Threshold $1,000,000)
GRAND TOTAL PACIFIC OCEAN DIVISION	16,664,000	12,926,000	